Boston: the livable city

BOSTON SUNDAY GLOBE, JUNE 24, 1973

Massachusetts. We're in it together.

Massachusetts is home for a lot of companies, including Honeywell Information Systems.

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With all its advantages in heritage, culture, geography, medicine and education, many companies, including Honeywell, find it a difficult place in which to do business. And many of its citizens find it difficult to enjoy its advantages.

We've spoken out on those issues that are public responsibility, and we will continue to do so.

Where we can do something, as a company, and as individuals working for that company, we *are* doing something.

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In Billerica, we're helping sponsor the High School's Work-Study program.

In Brighton, we're helping set up community health centers... and teaching English to our Spanish-speaking employees.

In Hyde Park, we're helping a black-owned automobile bumper refurbishing company solve its business problems.

In Boston, we're readying an exhibit for the Museum of Science that will give visitors an opportunity to learn to use a modern, high-speed computer.

And so it goes, Boy Scouts, Jaycees, Rotary Clubs, day care centers, local government, adult education, Pop Warner Football, youth programs, summer jobs, the University Without Walls – all kinds of efforts, large and small, by all kinds of people, Honeywell People.

We could do more to help improve our state, and we will. But so could you. Let's do it together.

The Other Computer Company: **Honeywell**

Boston: a livable city

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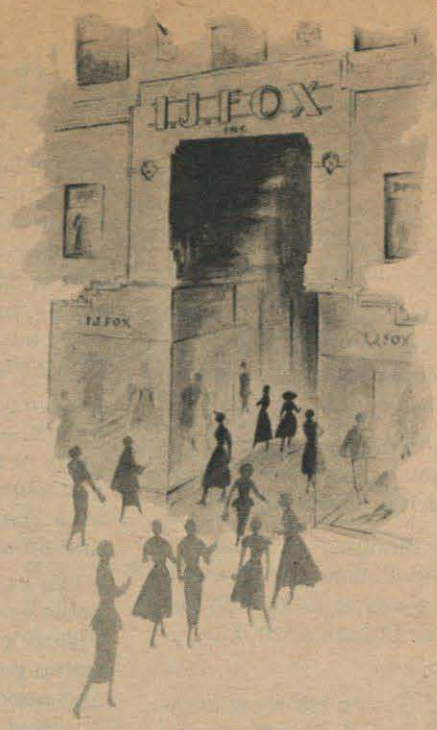

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A city in human scale

By IAN MENZIES

Cities have characteristics and personalities which make them as individual as people. They can be beautiful or dull, they can stimulate or depress, attract or repel.

The average stranger will feel comfortable in one city, uncomfortable in another. Some cities are good for a week; others for a lifetime.

Some cities have abounding grace, like Rome or Paris or Vienna; others a mercantile dynamic such as New York, Berlin, London or Chicago.

Some admirably mix both, though on a smaller scale, with a little something all their own, a melding of culture, history and attitudes. One finds this in Stockholm, New Orleans, Copenhagen, Florence, San Francisco.

It is among such cities that Boston sits most comfortably, although even among peers, individually.

Boston, although it is often forgotten, is a seaport city with fine sandy beaches not two miles from the downtown core, with a fine river dividing it from Cambridge, where one can sail, row or once again fish and hopefully, in a few years, once again swim.

It is a walking city, a friendly city, a city where a great many people know each other, even if not always by name. In many ways it is still a European city — Americanized to be sure — but not plasticized.

One can still see the sky in Boston, feel the wind off the ocean, watch the sun go down without peering between too many towering man-made peaks.

And in Boston's neighborhoods kids still play street hockey between the parked cars and dream of being Bobby Orr.

To newcomers, Boston appears to delight in being totally undisciplined — from its jaywalkers to its politics to its parkers, to its trash throwers, though the latter two it could well do without. Its drivers have got to be the worst in the world.

Its history is part of the living, working city, not reserved for exhibition only.

One finds a historic church next to a high rise, old Faneuil Hall in the shadow of the architecturally-powerful new city hall, an old cemetery adjacent to an outdoor restaurant, the old State House beside a banker's counting house, Paul Revere's home in the Italian North End, a row of apartments on a wharf where clipper ships berthed, historic landmarks carefully transformed to restaurants, the Old Corner Bookstore a downtown office of this newspaper.

And at noontime church bells ring throughout the city, gentling the hurrying crowds and adding an extra aura of peacefulness to the quiet of the Common and the Public Garden.

While building the new, Boston has retained the old, not without a fight and sometimes a loss, but successfully enough to maintain the city's charm.

Boston is a cosmopolis in the truest sense although dominated first by the Yankees, then the Irish, a mix which has given a zest, roguishness and unpredictability to its politics, most neatly captured in Edwin O'Connor's "The Last Hurrah."

It is also a city with historically strong black-American traditions tied to the very earliest days of this nation, as well as a Jewish cultural input perhaps most easily recognized by the location of Brandeis University in the Greater Boston area.

Boston's conglomeration of great educational institutions — 56 degree-granting colleges within 20 miles of the State Capitol — brings to the city men and women of all nations, some of whom stay, thus adding a continuing flow of new riches to its life and thought.

It is a city of cultural brilliance and academic achievement, and of experimentation, of Nobel and Pulitzer prize winners, a city constantly placing its stamp on the nation, a leading edge for new ideas and needed reforms . . . ideas and reforms, however, often considered premature by the rest of the nation.

It is a mecca for the young, not just students. It is also, in some of its neighborhoods, still a relatively safe haven for the elderly. Tragically, it is often the masses of young people, including students, moving into these neighborhoods that force out the elderly.

Even those who have left Boston for the suburbs often return to the city's neighborhoods and satellite inner cities such as Chelsea, Everett and Somerville to visit relatives and friends, even on occasion to attend churches where they were baptised.

Boston, in fact, cannot be limited to the 47.8 square miles shown by its political boundaries. In reality it extends to the boundaries of Rte. 128, home to more than a thousand space-age firms evolving tomorrow's technology; firms which assure the metropolitan area's future economic growth.

But like every great city, whether in this country or abroad, Boston has its troubles, some peculiar to its history and physical growth.

It had the nation's first transit system, a system allowed to wither under the overwhelming impact of the automobile. That system is now badly in need of overhaul and imaginative new planning but only a bare beginning has been made.

Its housing stock is old and in need of refurbishing but there are as yet neither national nor local policies to assure existing tenants they will not be forced to make way for those who can afford higher rents. Such has been the pattern.

Economic pressure on neighborhoods is one of Boston's gravest dangers. What they need is strengthening without threatening present residents.

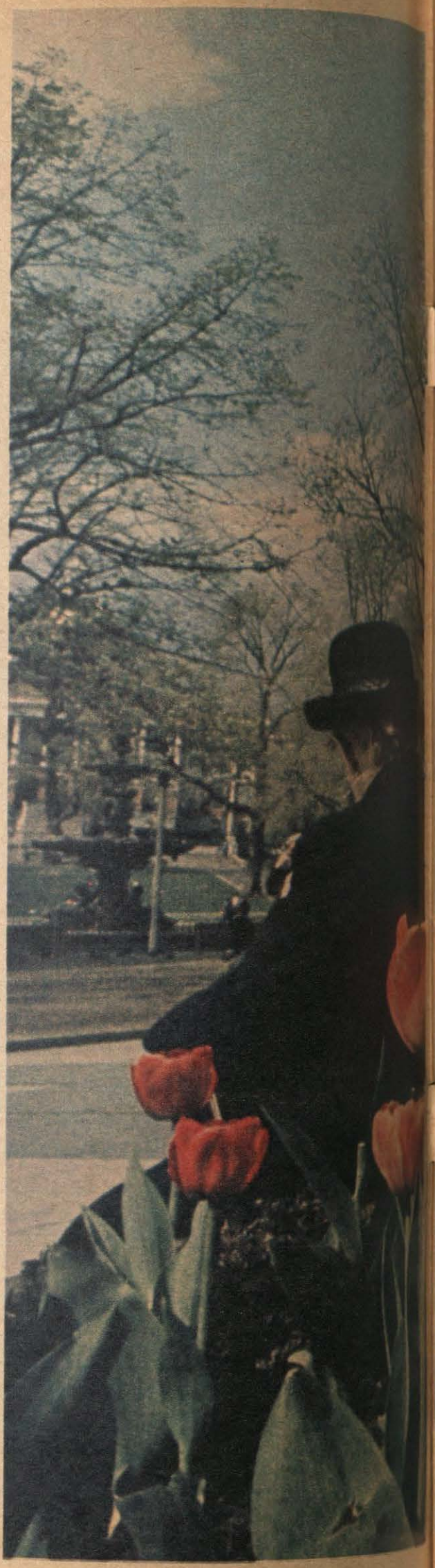
Boston is also notoriously poor in services — street cleaning, garbage collection, road repairing, snow removal, enforcement of ordinances — but all this could be changed. A review of priorities and a sounder economic base could most logically be brought about by the adoption of a regional system of governance and tax reform.

One of Boston's most critical handicaps because of its institutions — churches, colleges, hospitals — is that only 53 percent of all property in the city is taxable.

With this handicap, plus limited land space, no au-

Human Scale ▶ 7

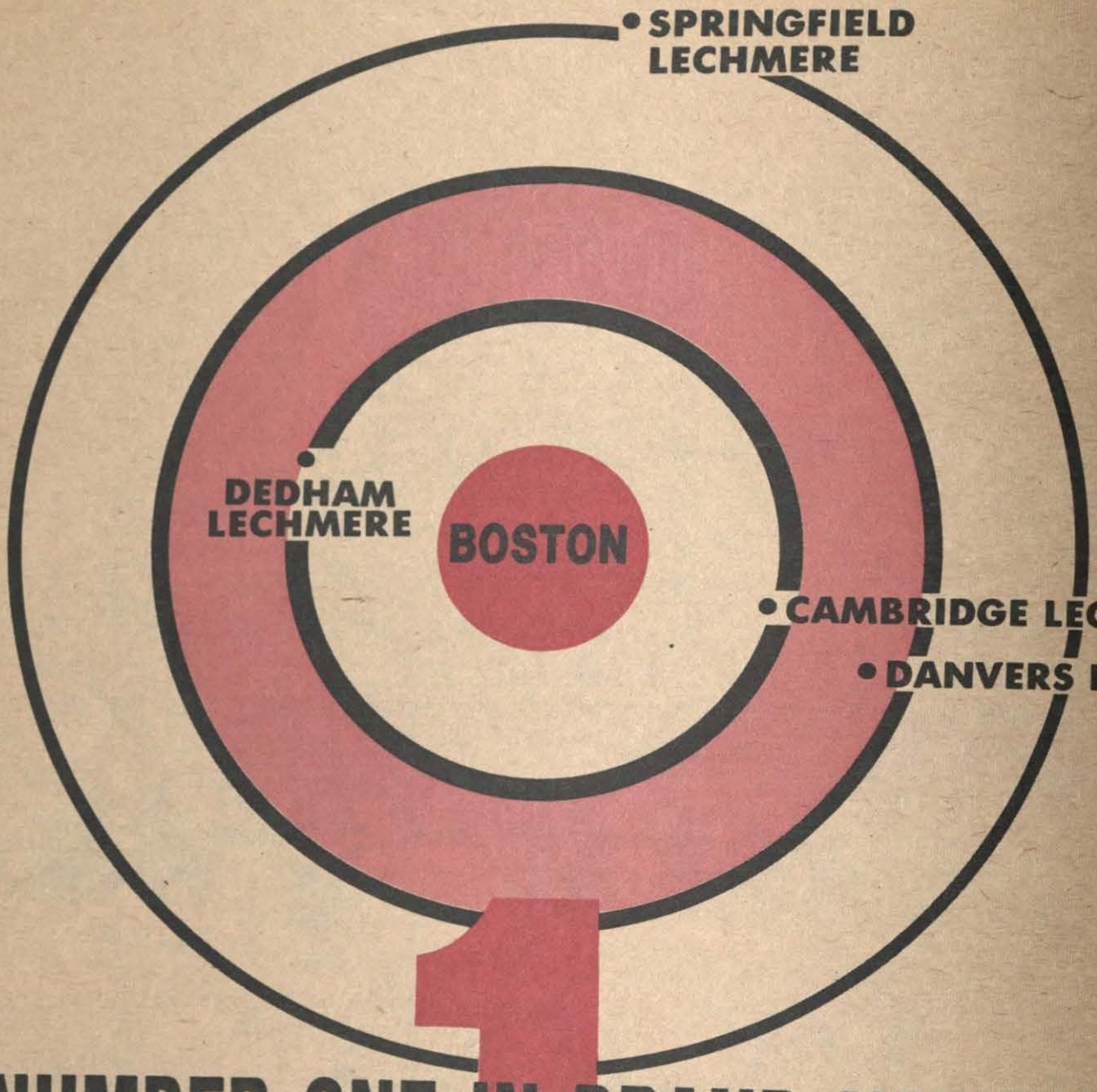
Ian Menzies is Associate Editor of the Globe.



Spring in Boston (right) means tulips, and taking a respite on a park bench.

Boston Globe

BOSTON: WE'VE GOT YOU SURROUNDED!



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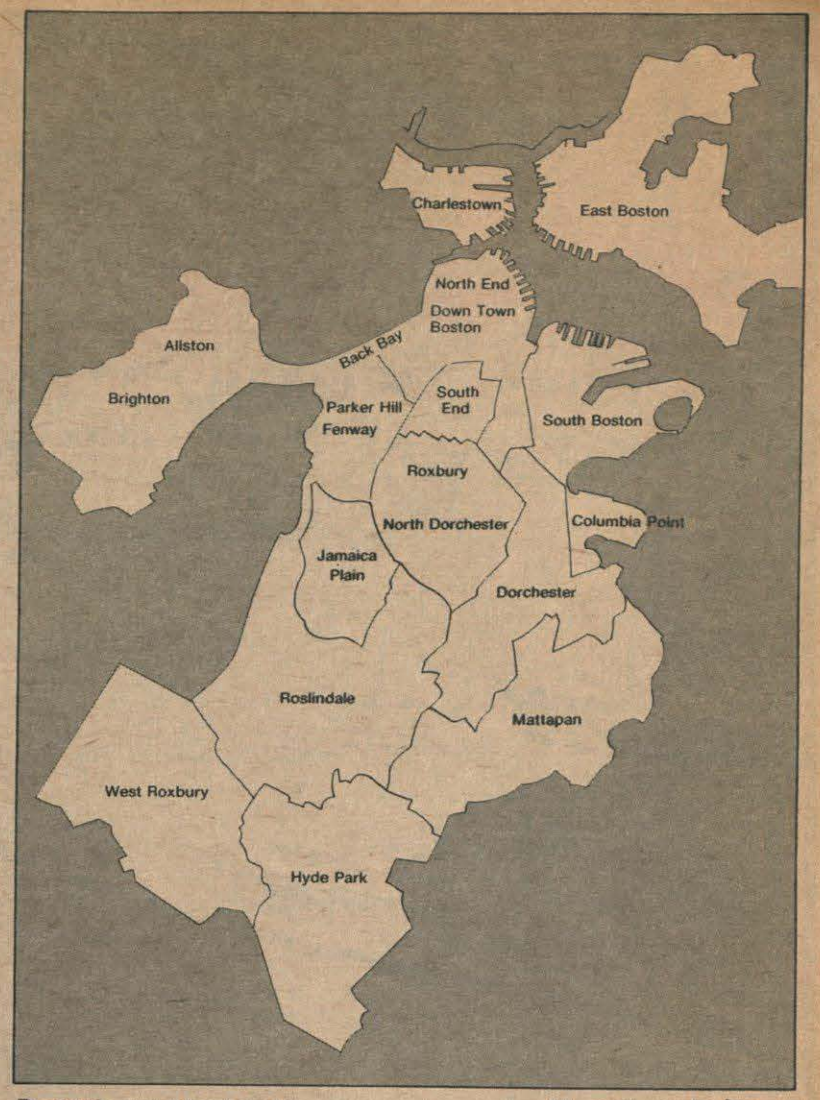
4 ◀ **Human scale** / *Jaywalking — part of Boston's undisciplined look*



Boston's neighborhoods

Human scale ▶ 8

kennedy's

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thority to levy new taxes and diminishing Federal assistance programs (Boston has in fact lost money under revenue sharing) finding income to pay for needed city services is a constant juggling act.

For this and other reasons Boston's livability is a measure of affluence. It is a good city, a very good city, for those who are best able to afford its benefits and this is reflected in the growth of luxury apartments throughout Boston.

For the poverty-stricken and the working poor, even lower middle-income families, Boston is not the exciting city it is for those more richly blest, though the city directly and through the state does more for the poor than most.

The challenge is to find ways to raise the livability of the city for all, a problem unlikely to be resolved under the current negative, non-imaginative thinking in both the White House and the Congress, both of which seem unprepared to use general revenues for enlightened domestic policies and programs.

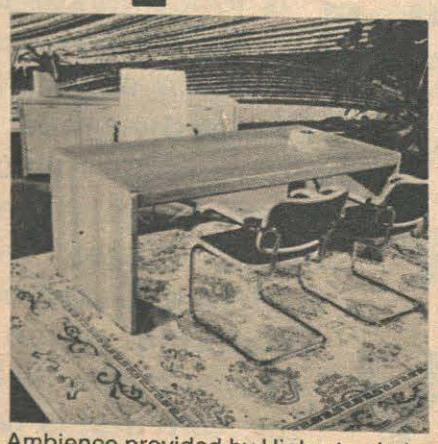
This then is Boston, the good and the bad; the city which millions of first-time visitors will see when they arrive for the nation's Bicentennial which begins some 18 months from now.

What they will find is perhaps the nation's most saveable city; a city with a growing constituency of citizens determined to save it from Manhattanization, maintain its neighborhoods, unclog its streets, clean its air and water and keep it a city in human scale.

This is what this special magazine is all about as it seeks to tell what is good about Boston, what is bad and what can be done to make it better – to make it America's most livable city of tomorrow. ▮

Commercial Wharf

Do it up Brown.



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Boston—a tenuous grip on livability for all its people

By KEN HARTNETT

The out-of-towner wants to get to Boston University and finds himself pushed onto the Boston College trolley during the rush hour in the Park Street MBTA station.

"I'm looking for the Boston University car," he tells the motorman.

"You're on it," the motorman says.

"But the sign says Boston College. I don't want to go to Boston College."

"Listen, buddy," the motorman says, "you're in Boston and if you want to go to Boston University you take the Boston College car."

Boston is a different place, a city in a class by itself.

Never mind that it is dirty, that public transit is absurd, that the city bureaucracy doesn't always work too hard for too long, that the education in its public schools is increasingly fitful.

Boston remains a city for the living, a city built for human beings to grow up in and to grow, a place to work and to play, to meet and to mate, to raise children, to age.

It is a place — one of the few places left — where the continuity of generations persists. Sons and daughters remain Bostonians — at least in spirit — even as they reach maturity.

That continuity, frail and threatened and threadbare, remains alive in the city's neighborhoods.

Should it go, Boston would be like Akron or Indianapolis or Houston; while it persists, Boston remains Boston.

The sense of a city that one passes down from era to era makes Boston different. The other big urban places don't have it.

But there are physical things too.

Boston is a city of human scale. Walkers can easily conquer even the tallest hills. Except for a few architectural abominations, Boston's buildings don't overwhelm anyone.

The human being fits in Boston, which is a tolerant place. Never mind the blue nose past.

Boston has succeeded in blending the coarse and the genteel, the lawless and the respectable, the staid and the risque. It is a city where rules were forged and rules were bent, where things change but patterns persist.

Condita 1630 the official city shield reads. It's a city that's been around a while and that maintains the sense that it is going to stay.

But there is no guarantee of permanence.

As livable a place as Boston is, especially in comparison to the homogenized mass of American cities, it is more livable for some of its people than for others.

Ken Hartnett heads the Globe's Urban Team.

The young, for example, are finding a youth culture mecca in Boston.

And it is not only all those colleges and universities that are attracting them. In fact, a Boston Redevelopment Authority study shows that more than 50 percent of the city's 19 to 25 age population are not students at all.

Boston is also a congenial place for the elderly and for couples either without children or with children already raised.

And why not? Boston can offer all these people a range of advantages they could find in few other places anywhere in America.

Take a young person, for example. In Boston, he or she can find a full field of potential mates with hundreds of places to eat, drink, dance, listen to music, with thousands of courses to take and apartments to share (not too many of the under-25 set can afford the cost of living alone.)

Boston is convenient to the summertime watering spots, the winter ski hills. Sports abound. It's an easy place to get around and the hassles are few. Acceptance comes easy. Hospitality is one part of the Irish heritage no one quarrels with.

Boston is also a great place to grow old. Lifelong friends are here. The elderly can gather over their tea and English muffins in any number of restaurants, walk through the parks, go to familiar churches and familiar shops. And near at hand are perhaps the world's finest medical facilities.

Boston is also ideal for the affluent families whose children have grown.

They can return to Boston from the suburbs and settle down in the relative security of a Harbor Towers or a Charles River Park.

They can afford the rents and the smart shops on Newbury street, the expensive restaurants downtown, and evenings at the theater.

The city has issued a special invitation to this class of citizen, who makes such small demands on city services and provides so much economically in return.

It is for this citizen that the West End was cleared. It is for this citizen that Park Plaza is conceived.

Boston Redevelopment Authority chief Robert Kenney believes that Boston can attract citizens like this in even greater numbers if housing can be provided for them.

"Sixty percent of the people in the Prudential moved in from outside the city," Kenney said. "And they have approximately the same percentage in Charles River Park."

Kenney's planners estimate that the market could bear an additional 20,000 to 30,000 middle and upper income apartment units for Boston over the next 10 to 15 years.

"The question is how much of that demand can Boston capture and how much does it want to capture," said planner Eli Post.

Kenney says the goal is for an income mix, for a planning policy that will encourage luxury housing as well as housing for low income and the thousands of Boston families only modestly above the housing subsidy level.

As livable as Boston is for those with money in their pockets, life in Boston is not easy for the poor and the working class.

This population is being badly squeezed from all sides.

Their neighborhoods, places like the North End and Dorchester and Southie and Charlestown, have long offered them coherent communities, generally low-rent housing, serviceable schools and networks of social ties to family and friends.

But these neighborhoods are under enormous pressure. The schools are failing. The parochial schools are offering less of a readily available alternative. Several have closed their doors.

Crime is an increasingly vexing concern. Parents are often afraid to allow their children the run of the neighborhood, let alone the run of the city.

Access to trades and crafts, once a relatively straightforward path to financial stability if not security, has become limited. Manufacturing jobs are drying up. Employment has fallen on the waterfront.

At the same time, the qualities that have long kept families in the old neighborhoods, are also attracting outsiders with more capacity to pay higher rents.

Young professionals are moving in to places like Charlestown and the North End and Dorchester and young people raised in the neighborhood are finding themselves forced to compete for housing as it becomes available. Many throw up their hands and move out of the city.

Rare is the son or daughter of the North End who could afford to rent a tiny renovated apartment that a landlord can rent to a young school teacher for $200 a month or more.

The poor find in Boston a wide range of social services, ranging from job training to welfare to subsidized housing.

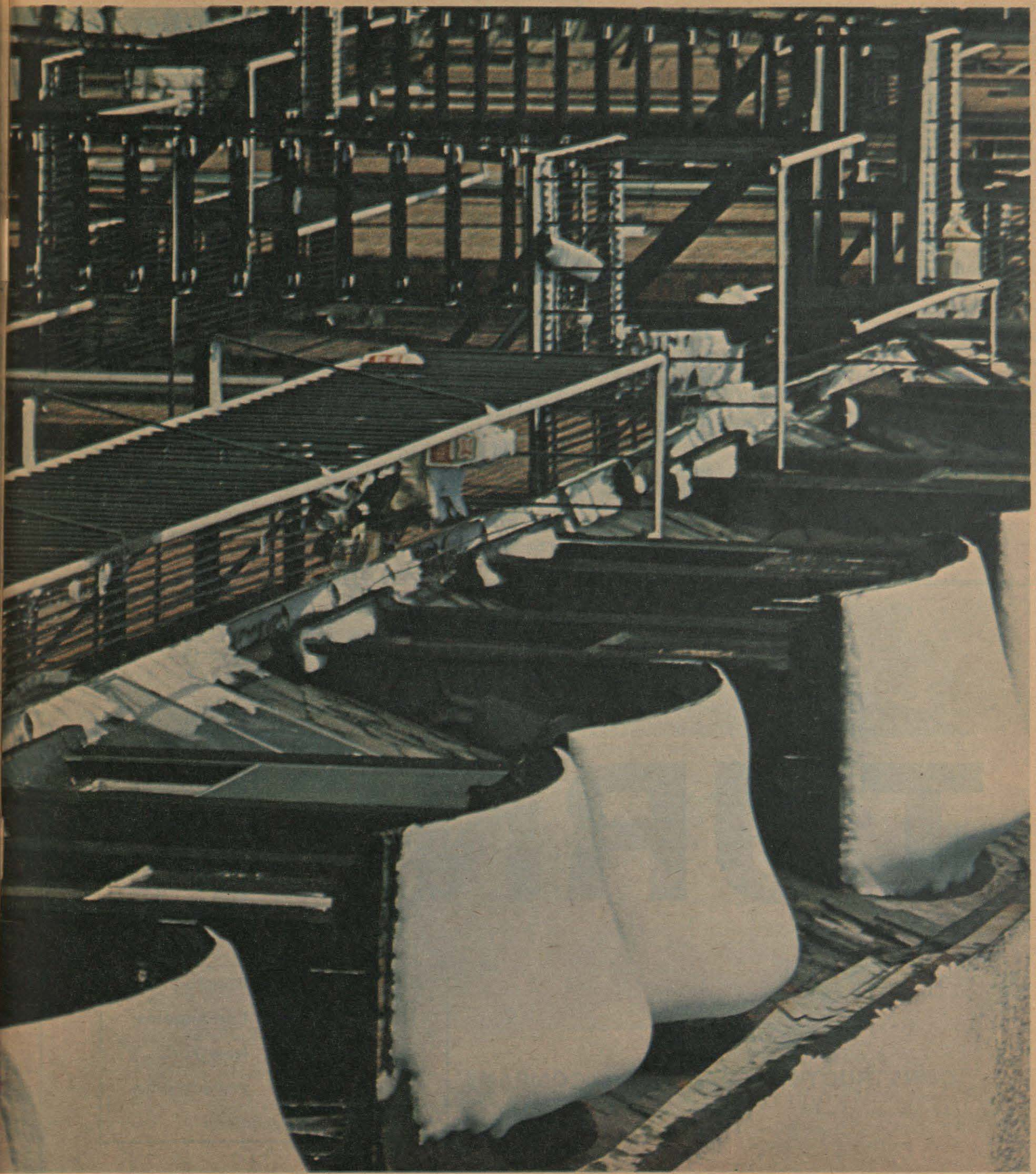
But they must also bear the brunt of the crime problem (most of the city's major crimes are committed by the poor against the poor); often must live in housing that all other groups in the population would shun, and must endure the deepening failure of the schools, a failure that virtually guarantees the dreary repetition of poverty for another generation.

Boston, in truth, has become, as have other cities, less of a livable place for large segments of its population.

The city, which offers so much to the young, the upwardly mobile, the socially adventurous, the childless people of affluence, is offering less and less to the population that has been the city's backbone for centuries.

Livability ▶

Rooftops and natural refrigeration on Beacon Hill



Unless this population is given more reason to stand and fight for the old neighborhoods, the old neighborhoods will cave in and the qualities that make Boston such an attractive place to live will begin slipping away.

But how does one go about making Boston a truly livable city for everyone across the board?

One can begin by beginning, by opening a discussion of the kind of city its people want to see Boston become.

If we want to keep our neighborhoods alive, what do we have to do to cure them of their current ills?

What do we have to do to assure ourselves of a mix of good housing, of decent schools, of jobs that can attract and hold our young people? What must we do to fight crime and restore a sense of safety in the streets?

What about our governmental arrangements? Are they adequate for the job or should we get busy about changing them?

What about the cost? Can we even begin to calculate it and if we did where would we get the money?

As long as those questions go not only unanswered, but largely unasked, Boston will remain perhaps the nation's No. 1 "Livable City," but only for some of its people. ■

Lennie and Barbara Singer bike, Jamaica Pond area

An individual looks at the city

Commuting to New York

When Trans World Airlines closed its Boston base a year and a half ago, pilot Lennie Singer was stuck with a hard choice.

"I considered moving to New York for about five minutes, but I don't like New York and I'm afraid to live in New York City," said Singer, who grew up in Boston and attended college in Cambridge.

Lennie Singer, a Yul Brynner with more hair, and his wife, Barbara, live in a luxury high-rise apartment in Jamaica Plain. They find the location ideal.

"What we really love . . . is that we can get any place in ten minutes. Let's face it, we go out more than most people. It's nothing for us to jump into the car and do downtown for dinner," said Singer who has traveled to almost every major city in the world.

His wife Barbara, who works as a substitute elementary school teacher in Cambridge, does not feel tied to her house while her husband is away.

"You name it, I use it — the shops, the theater, restaurants, art galleries, even a gymnasium," she said.

The Singers wish that everyone in Boston would use the city like they do.

Recently returned from a week's visit in Madrid, Mrs. Singer said, "They (the Spaniards) really use their city. Of course, there were tourists in all the restaurants and the museums but there were just as many city people, too." ■

TURNER

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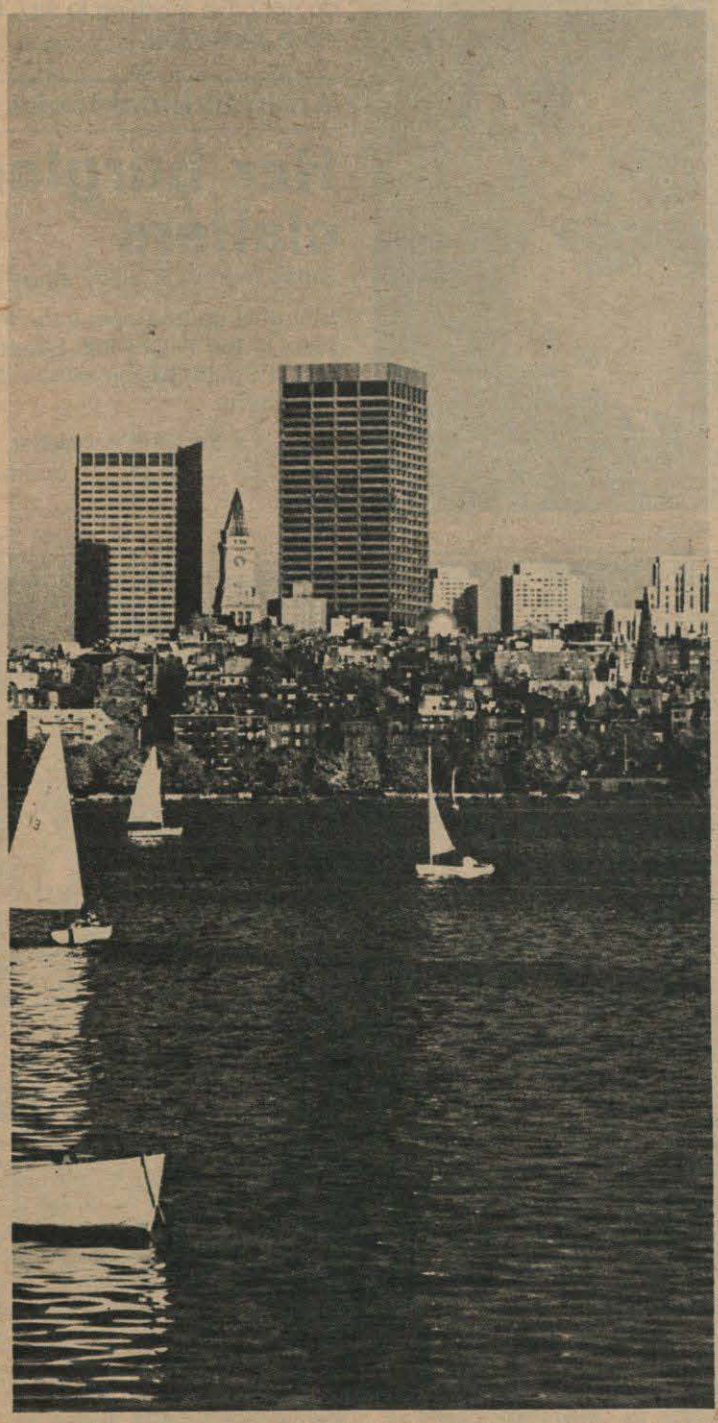


The world's famous streets tell stories with their names. The Champs Élysées is a promenade and a sidewalk café. Downing Street is the nerve center of an enduring commonwealth of nations. Beacon Street is charm, dignity and a symbol of the place where American liberty was born.

Beacon Street begins in the heart of the city. It is here, on the slope of Beacon Hill, that a 40-story office tower has risen as a contributor to the heady economic growth that is predicted for America's most liveable city.

One Beacon Street is a modern, first quality building owned by Commercial Union Assurance Companies, the world-wide insurance organization that has occupied the lower part of the tower as its U.S. headquarters. Upper floors of up to 32,000 square feet each are available to other tenants.

One Beacon Street offers two sub-way stations within a two-minute walk, the greenery of Boston Common, the nearby convenience of the financial district, shops, parking, Boston's famed Government Center, the State House, restaurants, hotels and history. One Beacon Street does more than tell a story with its name: it is The Great American Address. To make it your address, call or write the leasing agent, R. M. Bradley & Co., Inc., 250 Boylston Street, Boston 02116, 617/267-5010.

One Beacon Street

An individual looks at the city

Boston by choice

When twenty-four-year-old Gregory Ricks and his wife Linda finished their Master's program in Urban Studies at MIT, they wanted to live in a young college commuting city where there would be a lot of people coming in and out, primarily to keep stimulated with new ideas.

Their choice narrowed down to Berkeley, Calif. or Boston, and Boston won.

The community offers the Ricks a variety of entertainment at relatively low cost. "There are numerous drama productions at the local colleges. There is such a cross section of young talent . . . at minimum cost."

Then there's the lecture series. "All the colleges have oustanding lecturers that you can hear almost any night of the week, sometimes at no cost."

Ricks, who is Director of the Afro-American Institute at Northeastern University, also maintains that the outpouring of talented blacks from the community has begun to slow. "Many who were just here for school and would leave are beginning to stay here and want to work here for change. There are less staid black bureaucraticians here, so the community is young and open to new ideas."

"I want to make a contribution to my people, too, and here is just as good a place as any."

The couple selected a six-room apartment in a two-family dwelling on West Selden street, Mattapan for their home, after living in Somerville for a year.

Mr. and Mrs. Ricks and Keija

"It was one of the few black areas where there was not a large amount of landlord absenteeism," said Ricks. His wife, Linda, teaches parttime at the Dimock Street Community Center, Roxbury. "I wanted a resident landlord, because I knew he would be more concerned about upkeep of the neighborhood and safety."

Despite the many rumors of rampant crime in Mattapan, Ricks maintains: "This neighborhood is as safe as any one can be in the city." The Ricks have a year-old daughter.

He gives the following illustration.

"I was once locked out of my house and had to climb in a window," recalled Ricks. "Before I could get in, eight cops had surrounded the house."

A neighbor, a white one, he pointed out, had seen him and called the police. He was glad she did. "Most times neighbors have their eyes closed and do not have anything to say. My experience told me a good thing."

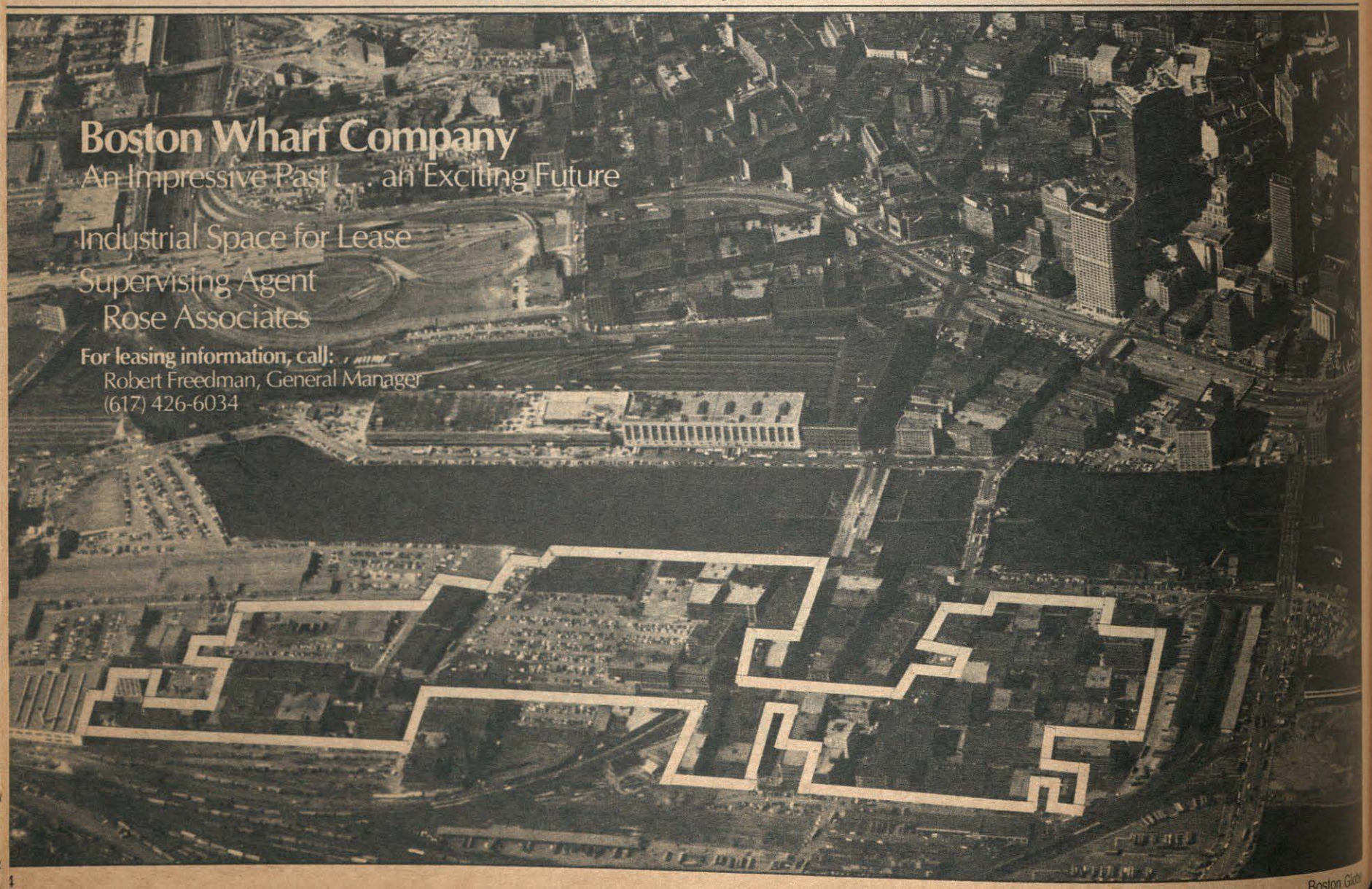
An individual looks at the city

Her burglar alarm clatters

Some mornings, Betty Innes forgets.

She gets up and opens the front door to her apartment in the West Ninth Street elderly housing project in South Boston without first turning off her burglar alarm.

There's a tremendous clatter, almost certainly followed by some choice comments from her neighbors.



"I've learned all the swears since I've moved in here," said Mrs. Innes, 78, who has been living in the project for three years. A widow since she was 20, Mrs. Innes raised two children and now has 6 grandchildren and 15 great-grandchildren. One of the grandchildren installed the burglar alarm.

Mrs. Innes, born in Charlestown in 1895, knows about the dangers in urban living.

So she doesn't go out after dark very often nor does she carry a purse. Not since the day before Christmas when she went shopping downtown. A young man snatched her shopping bag full of cosmetics, candy and trinkets for her grandchildren.

The next day an envelope arrived with $1.60 in postage on it. And inside were all of the shopping bag's possessions except the cosmetics.

Even that incident hasn't stopped Mrs. Innes from riding the bus and taking the MBTA downtown to window-shop.

Generally, Mrs. Innes is quite content in her neat, three-room apartment and enjoys the little garden she raises each spring outside the front door. Her rent is $42 a month.

She scrimps here and there and gets by on her social security check plus a small pension.

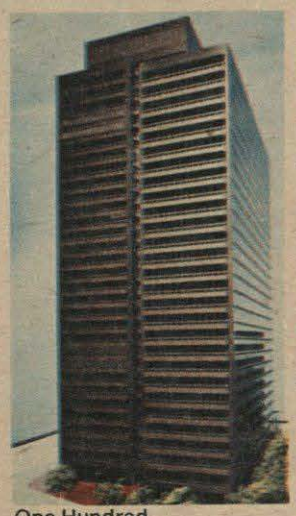
A neighbor's daughter takes her food shopping once a week and Mrs. Innes does her wash in a coin laundry.

If she had an extra $30 a month, she said, "I'd buy some new sheets."

"I wouldn't spend it on foolish things," she said. "I don't do foolish things."

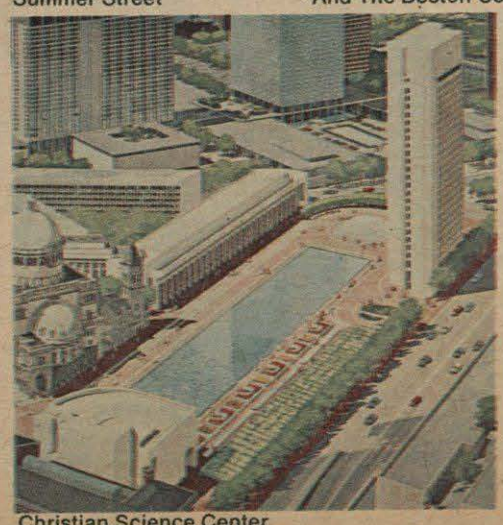
Betty Innes at home

Building a better Boston

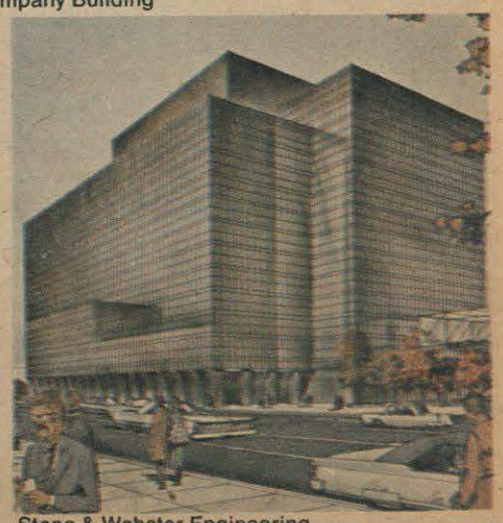


One Hundred
Summer Street

New England Merchants Bank Building (left)
And The Boston Company Building



Christian Science Center



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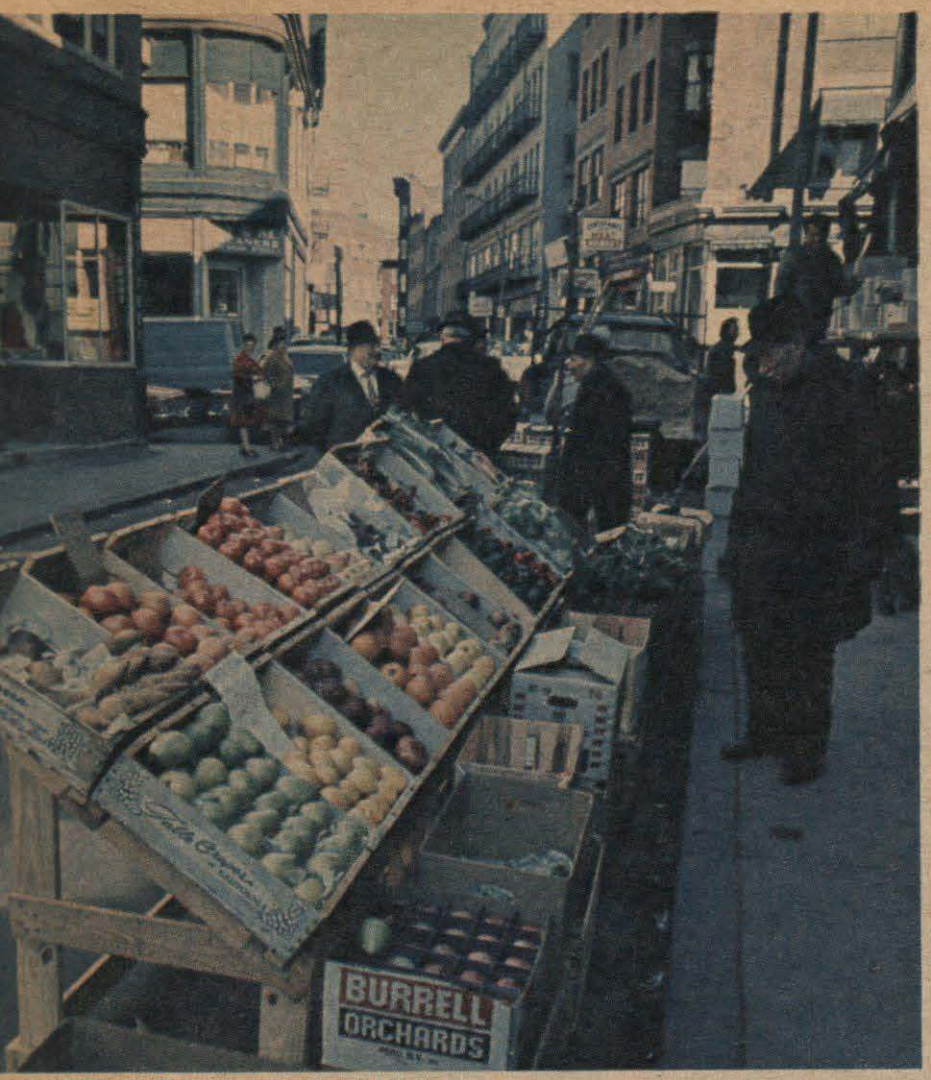


reetside market on Salem street, North End

Umbrella repair preoccupies a couple in Chinatown.

oston's famous fish pier

Lunchtime entertainment, City Hall Plaza

Housing — the dilemma of restoration

By KEN HARTNETT

Official Boston, preoccupied for more than a decade with building new housing under an array of Federal programs, is now confronted with a long-ignored problem.

The question before city planners is this:

What should the city do about the tens of thousands of housing units already in hand?

Most of these are in good condition but most are at least 40 years old and many are showing their age.

Should they be allowed to slip into their dotage without interference (and housing doesn't age gracefully) or should the city undertake an ambitious, expensive and politically risky program of restoration?

With Federal housing assistance in deep freeze, the question takes on added significance, significance that will deepen should special revenue-sharing funds become available.

Then Boston must decide on a housing program of its own, a choice that could well settle the fate of many a Boston neighborhood.

Should the program emphasize middle and upper income housing and try to attract the kind of tenants who bolster the city's revenues and commerce and make little demand on city services?

Or should the program emphasize an income mix that would encourage young people to settle here, raise their children here, and grow old here?

Should it encourage home ownership or landlordism? What about condominiums?

Inaction on a housing policy would leave the neighborhoods in the hands of market forces. The private "low rent" market, already contracting throughout the city, would grow even tighter.

Boston would then almost certainly become a city where the poor lived almost entirely in slum housing or in Federal or state projects or subsidized apartment buildings.

The touchstone of any housing policy would appear to be a program to preserve the existing stock, a blend that by its variety and livability is the city's greatest bulwark against widespread blight, abandonment and neighborhood disintegration.

The existing stock is irreplaceable. Despite its age, existing Boston housing has substantial economic value. Boston Redevelopment Authority planners estimate that the average dwelling unit in the city is worth from $5000 to $8000.

The value of the thousands of three deckers in Southie and Dorchester, the spacious single family homes in West Roxbury, Mattapan and Jamaica Plain, the bow fronts of the South End and the Back Bay lies not only in their architectural uniqueness but also in their contribution to tax revenues.

The Boston Redevelopment Authority, which is in the process of taking the city's housing inventory, hit upon two other factors that illustrate the prime importance of the existing stock:

— Over 60 percent of Boston's 230,000 living units are in buildings housing four families or less.

— Over 80 percent of these modest-sized buildings are owner-occupied.

"What that says is that we are in a unique situation where some good things can happen if we can get the banks to participate in the proper way," said BRA planner Kent Coulter.

A pilot attempt to get the banks and the city working together has already begun in Allston-Brighton.

There, a program is being coordinated in the Little City Hall to get bankers and city officials to simplify the process of getting housing rehabilitation loans.

Much of the energy to get some kind of program going is coming out of the BRA and its team of young planners, including housing specialist Rolf Goetze.

Goetze drew this picture of the state of Boston's housing in a report written in February:

". . . Better than three out of four units are still sound with attractive layout and floor plans, but many are beginning to show signs of incipient deterioration."

Goetze believes that it would be possible to make significant improvements in Boston housing at a cost of $3000 or less per unit. "From $2000 to $3000 a unit at the outside. you could really put a threedecker into tip top shape," he said.

This would include storm windows, a new heating system, a revamped electrical system, painting and correction of any plumbing problems.

An owner's decision to upgrade his property is not made lightly.

For one thing most of Boston's resident owners are 60 years old or more. Many are reluctant to undertake even a modest renovation program.

But even younger owners have a reason for caution. In a city where real estate assessments are often out of whack, improvements can bring higher assessments and higher taxes.

They also accelerate the pressure for higher rents, a pressure that runs counter not only to rent control laws but to an increasingly well organized tenantry.

Finally, even if the decision is made to renovate, there is no assurance that the money will be forthcoming from banks which, in some cases, said Goetze, actually discourage would-be borrowers from improving their properties in certain neighborhoods.

Goetze feels that the program wouldn't work for tenants unable to afford $120 a month in rent.

So the ideal solution would be a housing allowance program that would keep the upgraded housing stock open to low income families.

But a housing allowance program pitched to a significant scale seems at this point to be several years away.

Any Boston housing strategy would have to consist of interlocking components. Goetze lists nine elements in his strategy. "They complement each other in a 'critical mass' sense," he wrote in his February report. "Implementing only a minority of them would be relatively fruitless. They must be pulled together by a well-tied-in coordinator in the city administration — either the director of the BRA or a key actor in the mayor's office."

The major elements in Goetze's approach include code enforcement, available credit and a set of city reforms, including clarification of rent control and assessment policies.

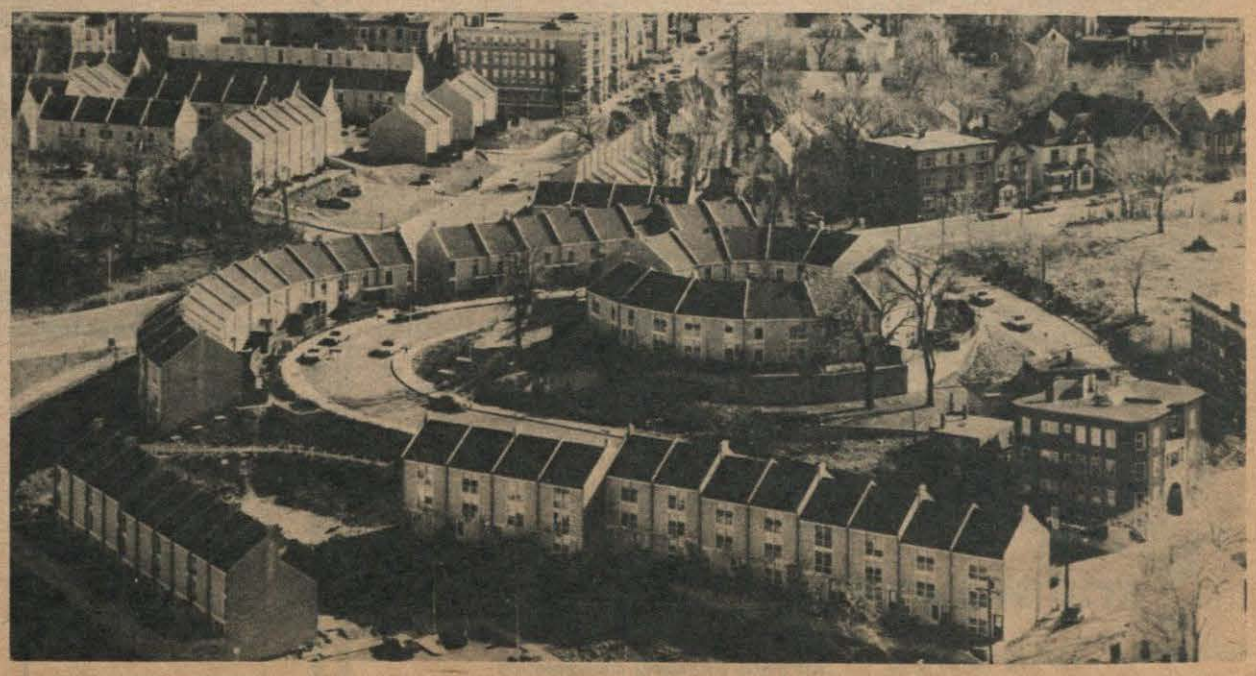
He would first of all make the city's housing code standards more pragmatic so that they would be in keeping with the realities of an owner's cash return.

At the same time, he would push for the enactment of a rent escrow law that would assure an owner of rent payments if he completed required repairs within a specified time period.

Now, landlords cannot be certain they will receive rents withheld pending completion of repairs.

Housing ▶ 21

Ken Hartnett heads the Globe's Urban Team.



Home for many residents (left) is the Back Bay area. Walnut street housing project, (right) part of the Washington Park area, has won many design awards.

Cathedral Housing project, South End

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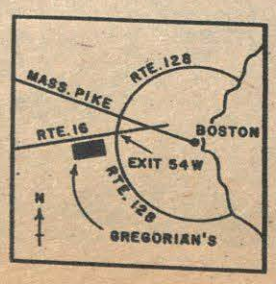

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The Housing Court is attempting to deal with this problem by designating a bank to hold the money until the repairs are made. Under Goetze's plan if the repairs are not made within the specified time, the money in escrow would go back to the tenant.

Goetze would also urge banks to give home mortgage priorities to resident-owners to curtail the number of houses that fall into the hands of speculators. He would also have bankers agree to more home improvement loans.

He would also beef up relocation services for tenants whose housing is declared unfit for habitation.

Many of the elements in the strategy are already being tried in Pittsburgh through a non-profit corporation, Neighborhood Housing Services Inc.

The Pittsburgh organization operates a revolving high-risk loan fund of $500,000 to fight blight in the Northside.

But Boston is not Pittsburgh. Strategies, grand or otherwise, tend toward short life spans in Boston's political waters.

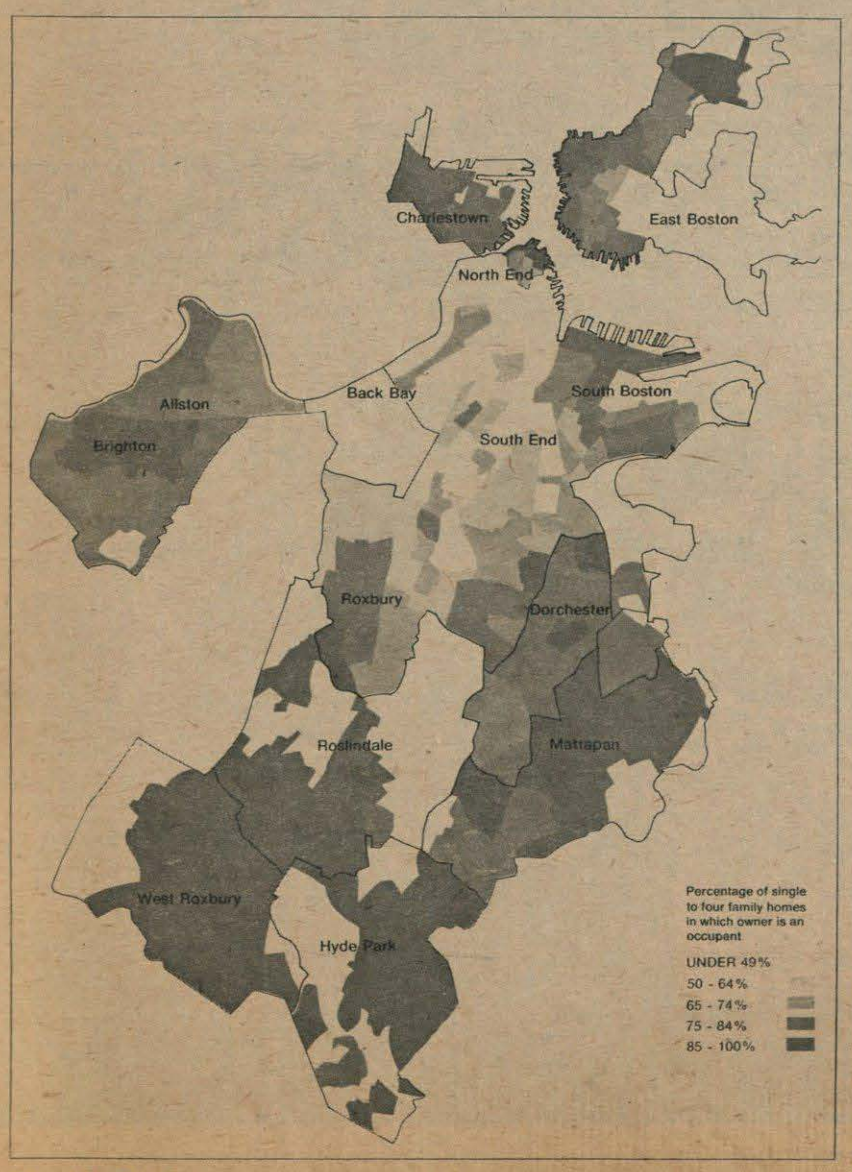
Needed first is a range of discussion on the policy questions involved and their application to the kind of neighborhoods the city wants to encourage.

It's a dialogue that has barely begun. At this stage it's barely a whisper, but with the advent of special revenue sharing the volume should become ever louder.

Goetze is somewhat optimistic.

"I think we have a fighting chance of making it but we can kill ourselves with our bureaucracy and our uptight banks." ■

Scattered-site housing for elderly, Main street, Charlestown.



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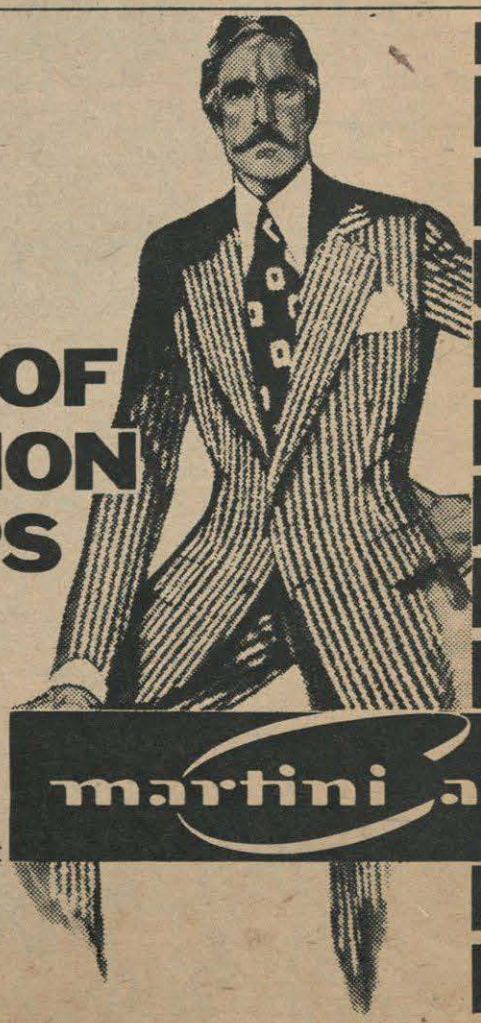

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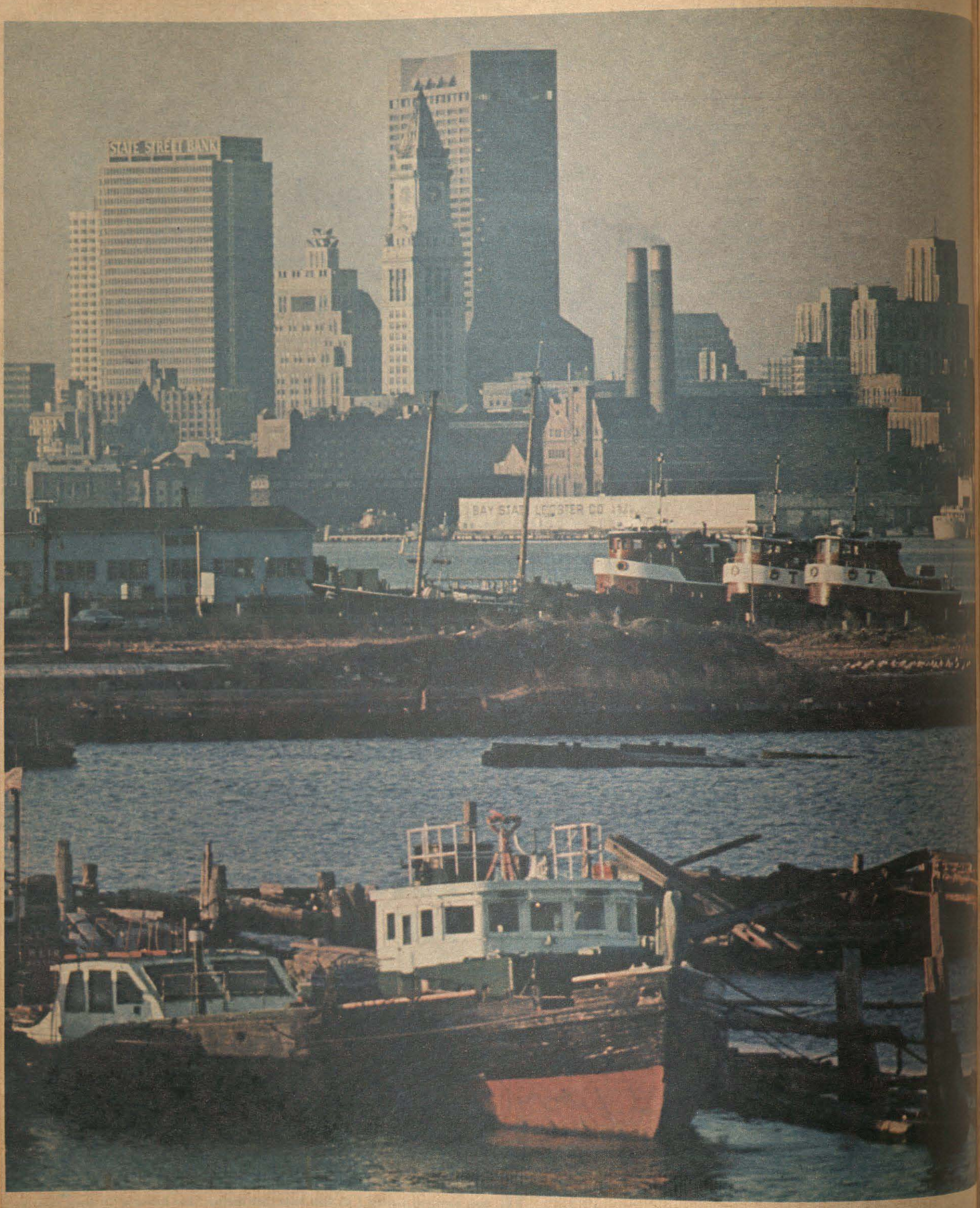

Boston Globe

A city reshaping itself

By ANTHONY J. YUDIS

Boston today is a city in the throes of a massive rebuilding program, a little unsure of what it wants to become, yet groping toward that elusive urban ultimate — the city of tomorrow.

Evidence of change is visible everywhere — a whole new Government Center set off by a dramatically powerful new City Hall, and a totally new skyline of office towers, hotels and apartment buildings.

Revitalization, running from modern towers to historic restorations with a variety of architecture that pleases some — enrages others — that's today's Boston.

The obsession with reshaping the city began more than 15 years ago, sparked first by Mayor John B. Hynes and then turned into a far-reaching, citywide effort by Mayor John F. Collins and the planning strategy of Edward J. Logue, now of New York.

The paper planning of the early '60s is still being translated into reality by present Mayor Kevin White and his renewal chief, Robert T. Kenney.

Even as new building shapes were formed, cherished relics were being rediscovered and transformed into vibrant environments.

Old City Hall of French Empire architecture, for example, is now the home of business life and a French restaurant which moves into the forecourt under gay continental umbrellas in the summer.

Now that the core city has been and continues to be considerably rebuilt for commerce, today's city administration is talking about the future, stressing Boston as "a better place to live". A new master plan should be completed shortly updating the Collins-Logue blueprint.

Thoughts are turning more toward improvement of outer neighborhoods although considerable thought was given neighborhood revitalization in the old master plan, in Charlestown, South End, South Cove, Fenway and Washington Park, Roxbury.

While new plans are being formed, the city's "right now" projects include:

- FANEUIL HALL-MARKETS AREA where early 19th Century architectural restoration of exteriors will help turn interiors and surrounding areas into a major urban "marketplace" of commercial-entertainment activity.

- SOUTH STATION TERMINAL which is on its way towards becoming a modernized transportaion center for trains, buses and a garage, with commercial and sports facilities as well.

- STONE AND WEBSTER ENGINEERING HEADQUARTERS will be the first major structure within the South Station rebuilding program.

- FEDERAL RESERVE BANK OF BOSTON headquarters along Summer street and Dorchester avenue across from the terminal, is now under construction.

- NATIONAL SHAWMUT BANK headquarters underway along Federal street, 33 stories.

- BLUE CROSS-BLUE SHIELD BUILDING, a 33-story structure now rising along Summer street.

- FORT POINT CHANNEL piers on the South Boston side of the channel and industrial areas are subject of intensive planning by developers, architects and city to produce a new "new-town-in-town" concept including housing for mixed income groups, industry, restaurants and recreation.

- RESIDENTIAL TOWERS, garage, office building complex, a $40 million investment, underway as last leg of the West End renewal project.

- LOW AND MODERATE INCOME HOUSING for elderly and families under construction in various sections of the city.

- HOTEL CONSTRUCTION adding more than 400 rooms in the Back Bay Prudential Center.

- BUILDING PRESERVATION in which interesting old buildings are converted to apartment or office use is occurring at the former Record-American newspaper plant, the Sears Crescent in the Government Center, the Hotel Somerset, Hotel Vendome, the old Webster Mansion in the Back Bay.

On top of all that, city officials still have their hearts set on getting state clearance for one of the most ambitious undertakings, the Park Plaza project.

This program for Park Square-downtown Washington-Stuart streets areas would turn the district into a modern retail-commercial-entertainment enclave connecting downtown Boston with the Back Bay. It has run into a set of controversies that emphasized the necessity for neighborhood and city planning coordination.

Rehabilitation — tedious, controversial and slow at times — by public and private sources, is assuring that residential neighborhoods as Bay Village, Beacon Hill, North End, South End, Charlestown and the Back Bay will retain their same scale unfettered by skyscrapers within their midst. No such assurances, however, are available for perimeter areas as the city balances its need to improve its economy and secures more jobs.

Even less ambitious undertakings and smaller investments to modernize aging buildings are bringing with them debates over the sociological implication to neighborhoods. Physical renovation, some say, is pricing low-income residents out of the inner city.

Whatever forms the debate takes, there's no argument that the city is changing. Demolition and construction, new jobs, new residents and new investments have seen to that.

About $300 million in Federal renewal grants have been committed to the city's urban renewal programs that "supported an unprecedented office boom, provided sites for new government buildings and in-town high income housing as well as construction of more than 8000 units of low and moderate income housing and numerous public buildings in neighborhood renewal areas," according to John Stainton, a consultant-planner.

About 12,500 units of housing were rehabilitated of the 28,000 units scheduled to be saved. But despite the work accomplished and underway, Stainton, as have others, observed that "many program objectives have been achieved and the future remains in doubt."

Dwindling Federal funds and housing subsidies are now forcing the city to reappraise some of its old plans and look to new programs such as private renewal in which private developers pay almost the total bill after the city uses its eminent domain powers.

It would take more than $80 million to complete Federally-aided programs already started, according to city planners.

While the rebuilding of Boston has involved 20 scattered projects encompassing some 3000 acres, the most startling changes are now taking place in four areas covering 300 acres: the West End; Government Center; Waterfront along Atlantic avenue and South Station.

The goals to complete the projects, to connect them with one another has been elusive, but signs now indicate that in the next few years, the city should see the links forged.

Only now, after more than a decade of fits and starts is the 47-acre West End project nearing completion. The area, adjacent to the Charles River and the North Station on one side and Beacon Hill on the other, is already a totally different residential-commercial environment than it was at the turn of the century. Three, four and five-decker tenements have given way to residential towers, stores, office buildings and theaters.

It's a high income neighborhood for more than 2000 new householders. But it also will be home for at least 300 low and moderate-income elderly. thus making this one area the largest elderly residential enclave within the city.

At Staniford and Cambridge streets of the West End project boundaries, the 60-acre Government Center picks up and here the rebuilding program that received Federal approval in 1964 (and some $35.2 million to get it going) is just about completed with the exception of three or four building sites, including one for a hotel and others for office structures.

The Government Center is already a thriving institutional area for government business on all levels — Federal, state and city, an area housing thousands of employees.

Hustle and bustle throughout the day, pedestrian traffic in all directions and filled restaurants and stores—but after 5 p.m., a ghost town. This is both the chief criticism of the Government Center and the foremost reason why plans for the adjacent Faneuil Hall- Waterfront rebuilding and revitalization program looms all the more ambitious and important for the future of Boston.

It's there that planners hope to breathe intense urban activity and life into the area, to make up for the "after 5 p.m." shortcomings of the adjacent governmental environment.

Reshaping ▶ 24

A view of the city from East Boston, with work and tugboats in the foreground. Customs House and First National Bank building at the center of background.

Tony Yudis covers real estate and urban renewal for the Globe.

23 ◀ **Reshaping** Illustration of how Faneuil Hall area will look when renovations are completed, by Judith Anne Maiewski **Reshaping** ▶ 2

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24

An individual looks at the city

A complaint: "disgusting politics"

s long as she can remember, Elizabeth Griffin has een disgusted by Boston politics.

rs. Griffin, 33, doesn't claim to have the most as- te political mind, but believes that "the politicians the city seem to think they are in the era of the 920s."

he also sees a pattern of neglect in the city: cer- in neighborhoods being allowed to deteriorate, e quality of education becoming lower.

'et Mrs. Griffin has never thought of leaving the ity. She enjoys it, particularly the cultural atmo- phere.

Once a resident of the South End and now living in Dorchester, Mrs. Griffin thinks the city lets racially- changing areas become run down. "City officials neglect these areas as soon as one ethnic group moves out and is replaced by another."

Not only are the communities neglected, Mrs. Grif- in says the school system and the quality of edu- cation have been poor.

"I know when I was in the Boston public schools, hey didn't prepare me for college," she said. Though Mrs. Griffin doesn't have children of her own she said the public school system is a con- stant subject of conversation among her friends who do.

"Most of my friends complain about the education their children are getting in the public schools. A few of them now send their kids to private schools because the school system is so bad here."

Mrs. Elizabeth Griffin

Despite her negative reaction to politics and other aspects of the city, Mrs. Griffin feels optimistic that the city's problems may be solved, mainly because people are constantly changing. "I don't know whether or not it's too late, though," she said.

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THE LOWER STORY

 City skyline, looking towards outer harbor.

Reverse curves at One Center Plaza.

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And, as bankers, we were impressed by sound projections showing how the Center can operate on a self-sufficient basis and even make money for the artists and participating groups once it's completed.

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May it spur others to participate in this tangible evidence of renaissance in "Athens."

The fulfillment – the Center of tomorrow.

The seven buildings of Boston Center for The Arts as depicted in scale model. The street is Tremont, between Clarendon and Berkeley. Photo courtesy of Boston Redevelopment Authority

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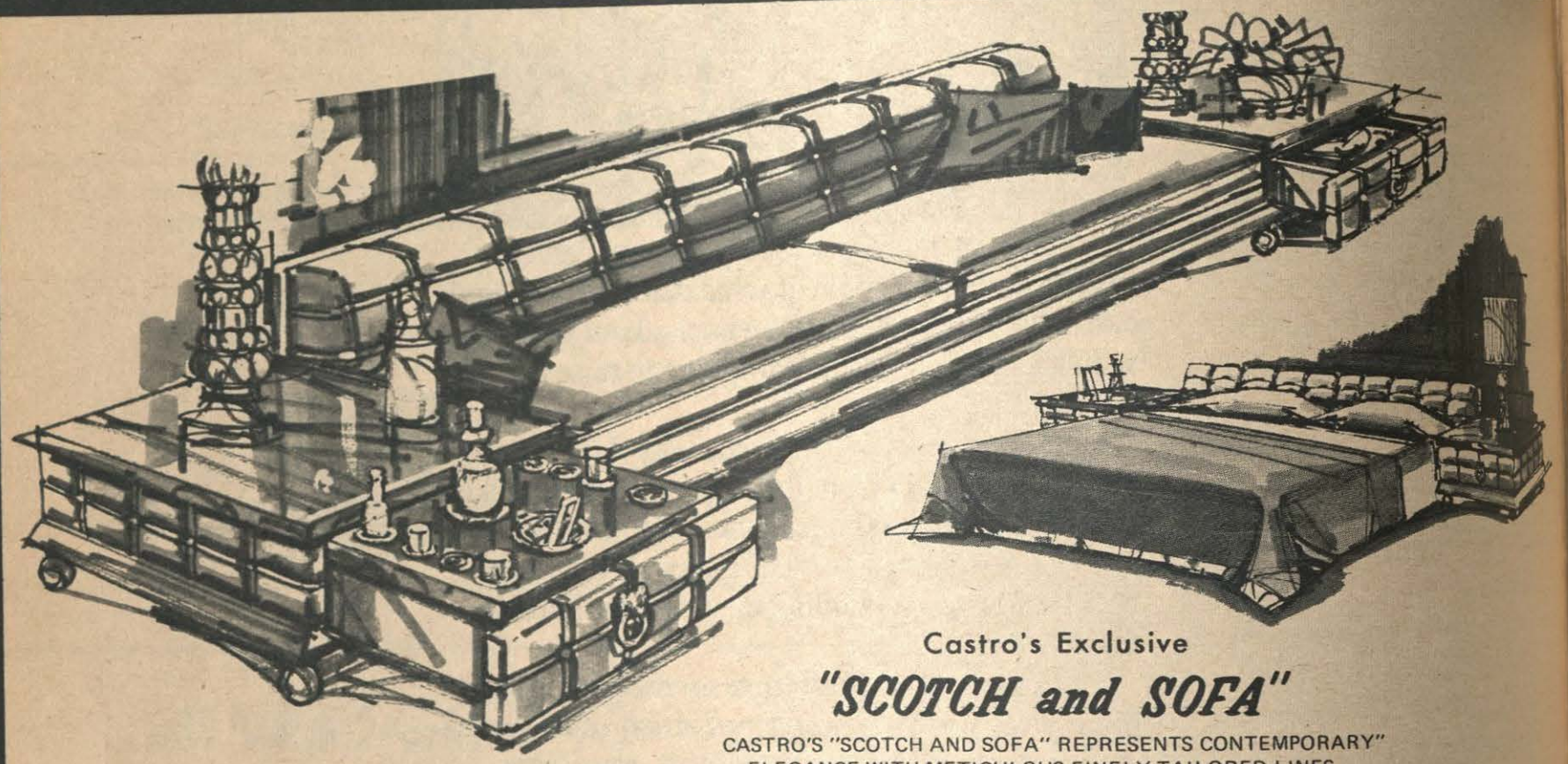

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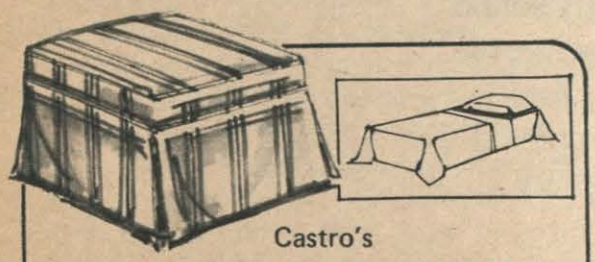

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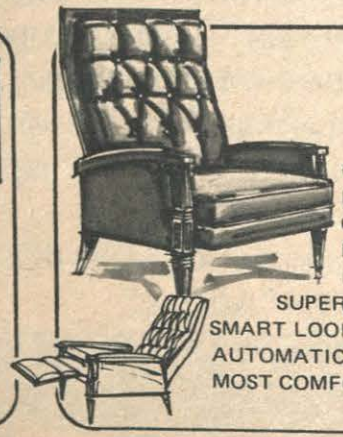

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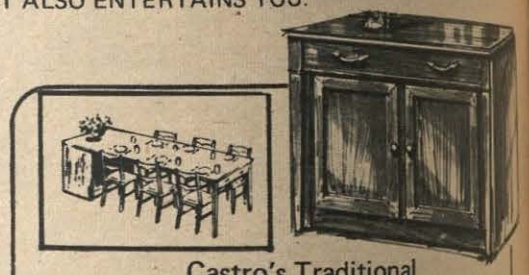

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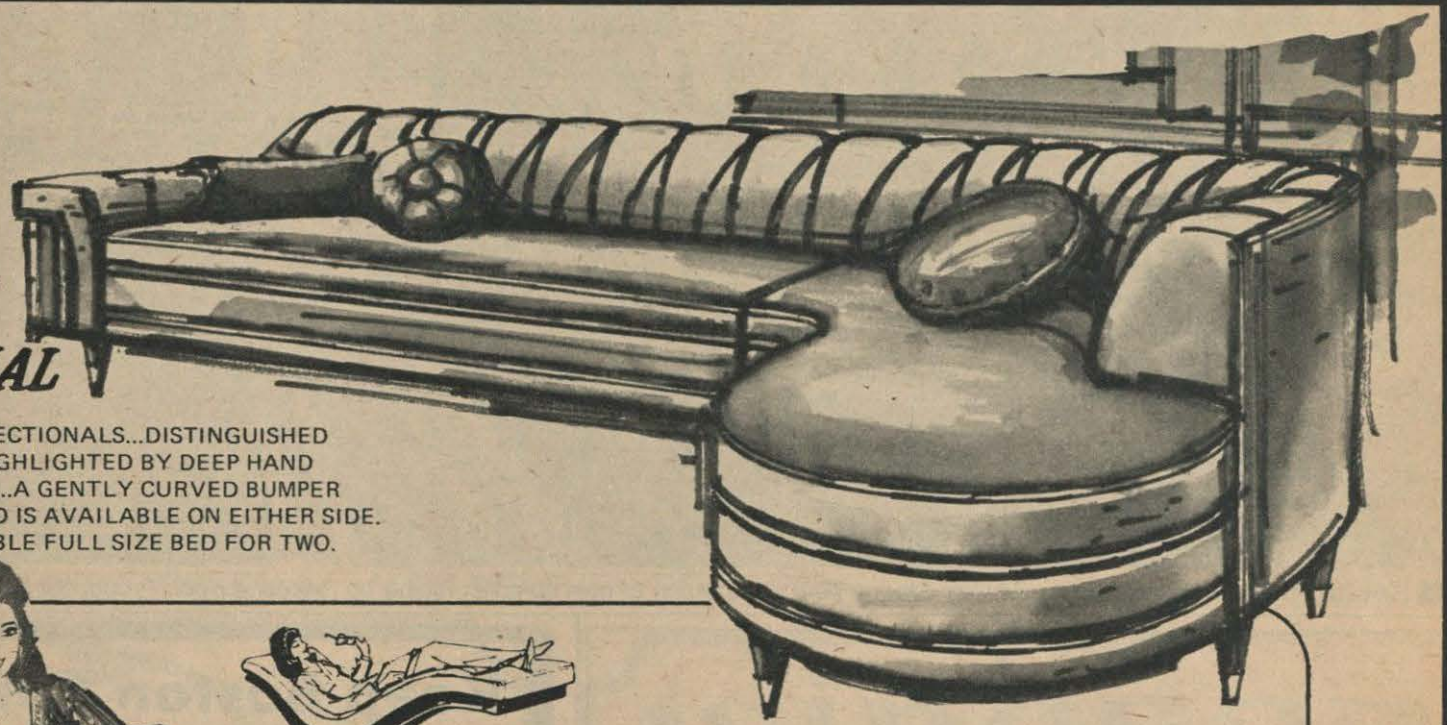

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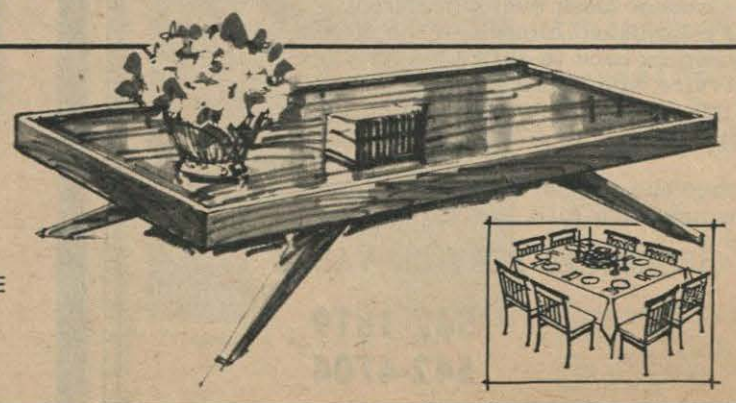
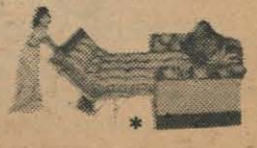


Castro Convertibles



26 ◀ **Reshaping** *Christian Science Mother Church (left) and portion of new complex facing on reflecting pool; Prudential building, center background.*

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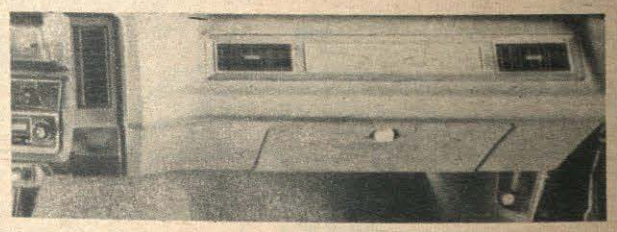

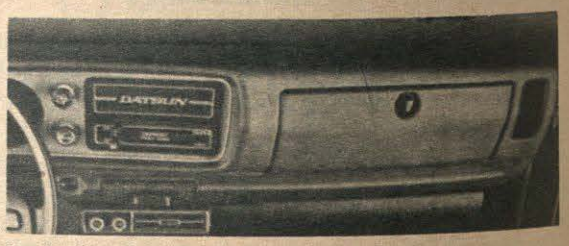

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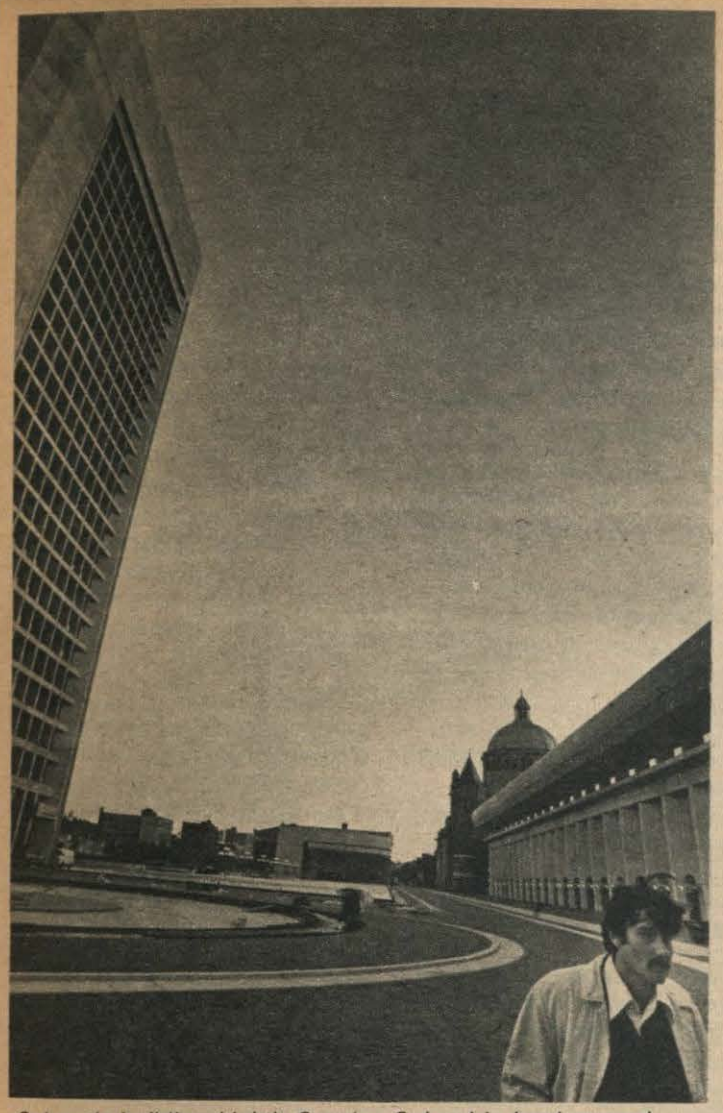
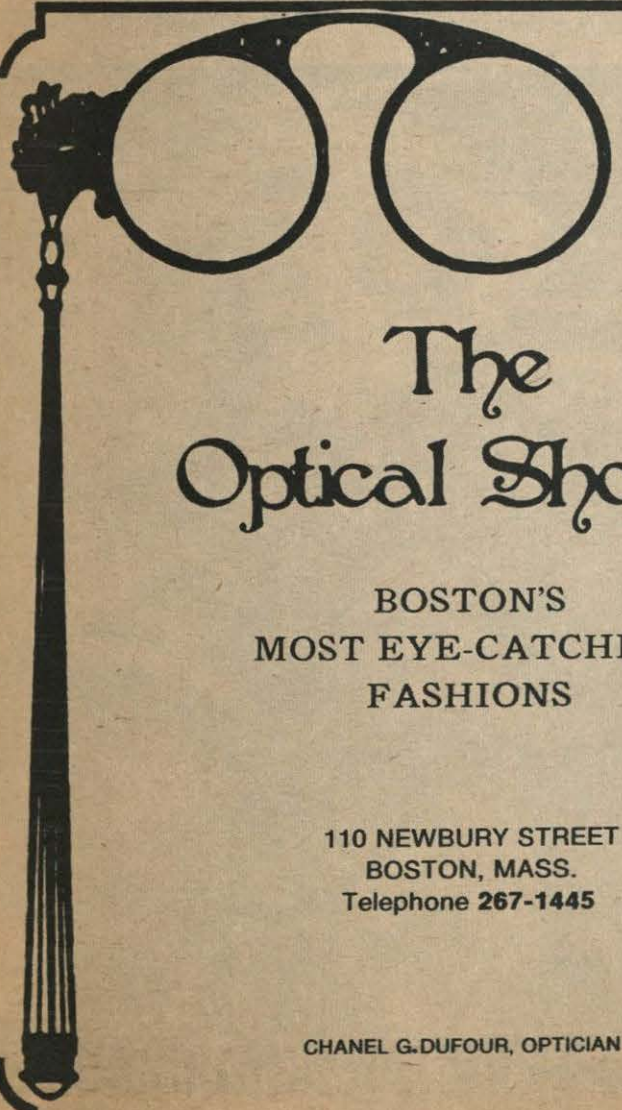


Colonade building (right); Sunday School in background.

Exterior walkway, Colonade building

Reshaping ► 32



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WINDSOR MEADOWS AT MARLBOROUGH
Directions: From Mass. Pike take Exit 12. Travel on Rte. 9 for 2 miles to Rte. 85N to Marlborough. Turn right on Rte. 20 and follow to Farm Rd. where you turn right at Chevron Station then left of Broad Meadow St.
(617) 481-8529 (Evenings by Appointment)

FURNISHED APTS/TH AVAILABLE

The Faneuil Hall-North and Quincy Market areas, 104 acres which take up where the Government Center leaves off, is mainly an area where buildings of the 1820s are being restored to their early 19th Century brilliance. Here the Boston Redevelopment Authority and national private investors like The Rouse Co. of Columbia, Md. with its architects Ben Thompson Associates of Cambridge envision a major urban "marketplace" of hundreds of small shops, restaurants, entertainment and public functions.

One of the primary goals — 24 hour activity that will make this "'old Boston" section a tourist's mecca — makes this project more ambitious than such well publicized urban spaces as Ghiradelli square in San Francisco.

In most of the waterfront that stretches along the harbor from the Coast Guard Station to the north, to Northern avenue on the south, rebuilding efforts have been slow. Many sites cleared of old buildings still stand vacant. The promises of the early '60s are yet to be realized.

Two 40-story residential towers have been built along the water's edge, but even now their success as a planning strategy is being debated. Long delays in the project, some caused by court actions by citizens' groups, national economic changes and lack of Federal funds, are seen by many as an opportunity to reappraise the 10-year-old plan in the light of new concerns dealing with housing needs, ecological matters and public rights versus private investment.

Critics argue the original planning was Chamber of Commerce-oriented. Architectural preservationists, however, have some reason to be happy. Spectacular transformation of 19th century granite warehouse buildings into new residential enclaves is being achieved.

With the eventual building of a major waterfront park at the foot of the State street-South Market street area, Boston will get its so-called public "walk-to-the-sea," a pedestrian path that will begin in the Government Center along Cambridge street, travel through the City Hall Plaza and over a pedestrian plaza bridge into Dock square spanning busy Congress street and into the activity of the Faneuil Hall market spaces to be devoted primarily to pedestrian traffic, then across Atlantic avenue and to the harbor environment of parks, residences, restaurants, aquarium and commercial life.

Contiguous with the waterfront project, just south of it at Northern avenue is the South Station-Fort Point Channel, the future focus of a projected building boom creating new commercial-transportation-housing-hotel-restaurant environments, where old industries like the woolen trade and railroad activity have long ceased to be important.

Across the Fort Point Channel opposite South Station and from the Northern avenue bridge to the Gillette complex, city planners, architects

We're helping to make Boston the city of tomorrow.

Today.

At Stone & Webster we're committed to the future of Boston. This summer we will start construction of our new 14 story office building in the South Station area. The building will be the first major office development in the BRA's 21 acre South Station Urban Renewal Project, the new focus of development activity in downtown Boston. Stone & Webster, a world-wide engineering and consulting firm, has been part of the Boston community since its founding here in 1889. Our decision to locate our new home office building in Boston signals our belief in Boston as America's City of Tomorrow.

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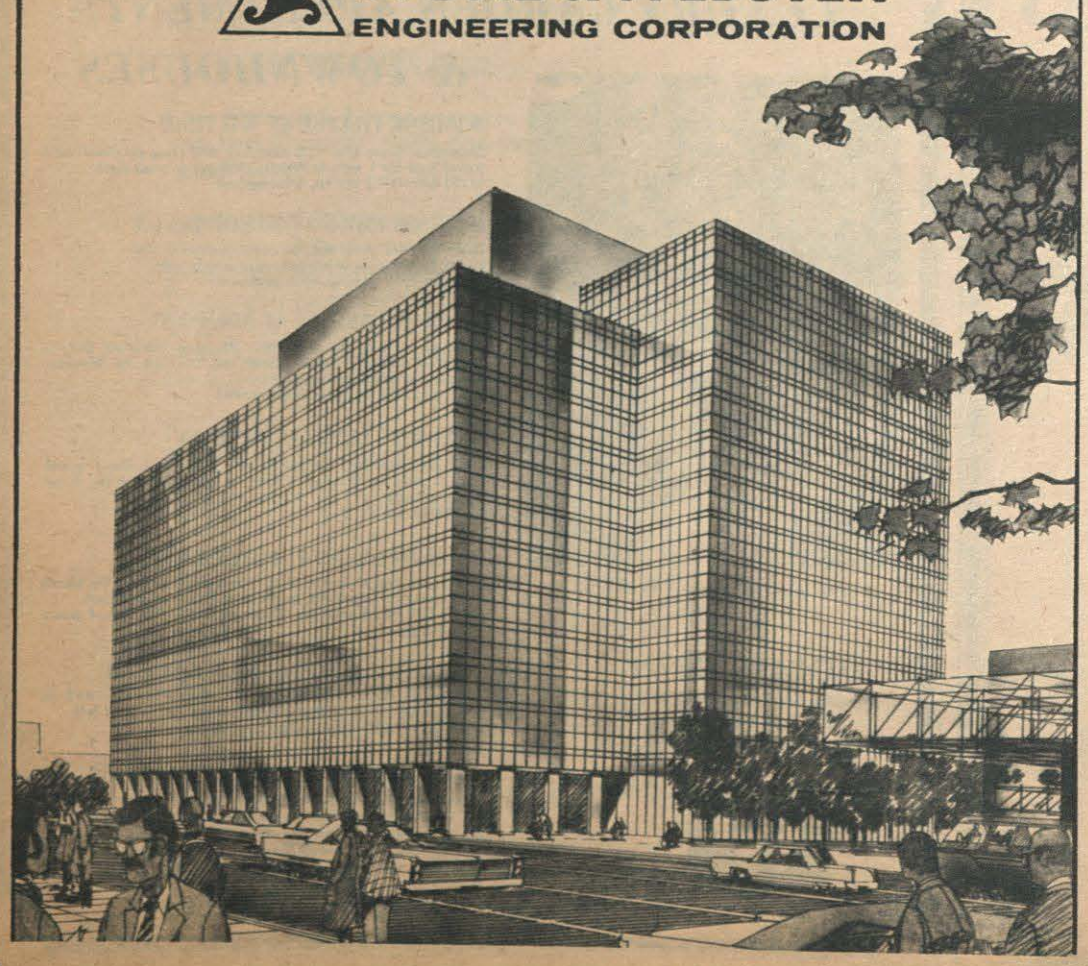

The Aquarium – an attraction to residents and tourists.
Boston Globe

for private developers, and developers themselves are working to coordinate a new building program.

As envisioned by Jung/Brannen Associates, working for private developers, (these are concepts, not final plans) here's what the Fort Point Channel could look like after a five to ten-year development process:

—Along the waterfront past a newly-constructed Northern avenue bridge, Anthony Athanas of Anthony's Pier Four would have built, on a 20-acre section adjacent to his restaurant, a 600-unit hotel, 900 units of high and low-rise upper-income housing and 150 units of six-to-nine-story condominiums, restaurants, and a promenade to the edge of the water to a "cove" to which the public would have access and a five-story parking structure to house 1500 cars with recreational deck on top.

—And to the south, stretching along Fort Point Channel are some 37 acres of British-owned properties of industrial buildings and vacant land. Here the architects and developers (British investors) Town and City Properties Boston Inc. and Rose Associates of New York, are discussing 1600 units of low and moderate income housing that may be financed through the Massachusetts Housing Finance Agency.

Here old industrial buildings would be "recycled" and streets improved, existing industrial uses would be encouraged to produce an area of mix — where people would live, have recreation and work, all within walking distance.

—Multi-"TV"-shaped buildings for housing with pedestrian levels along Fort Point Channel, green recreational channel strips, a new parkway over the railroad land leading from West First street to the Northern avenue area and a cleaned-up channel are some other aims.

Architects and planners hope for an overall plan stretching from the Gillette plant to Anthony's and going further inland into South Boston to include the railroad yards which could provide for industrial development and the Fish Pier (where the Massachusetts Port Authority may be envisioning drastic

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Reshaping ▶ 47

An individual looks at the city

Loves Beacon Hill

David Pahl loves Boston . . . enough to be one of a rare but growing breed of Bostonians, the reverse commuter.

To be sure, Pahl doesn't like the garbage piled at the curb for hours, the impossible parking situation, the noisy streets, his high rent and low ceilings.

Yet he loves living on Beacon Hill.

"There's something about the place," said Pahl, a 24-year-old Cornell graduate. "The people are fantastic around here . . . it's an enriching experience."

Pahl, a 6-foot-7 bachelor who has lived in his third floor walkup on Garden Street for three years, likes the convenience of living on the Hill — its proximity to restaurants, the movies, the theater and the Boston Symphony Orchestra. Then there are the bars and the coffeehouses.

"If I'm in the mood for a quick beer in the evening I can slip over to Father's Three or Seven's on Charles street, the hangouts. If I want to meet a girl I can walk over to the Town House or Flick's. And if I feel a little risque I can always walk over to Washington street."

Pahl, who lived in New York for four months while he was an undergraduate and grew up in Buffalo, N.Y., feels perfectly safe on the streets of Boston, day or night.

"Of course you're asking the wrong guy," he said.

David Pahl

"I used to walk through Central Park alone at 3 o'clock in the morning."

Pahl used the MBTA as his main form of transportation for his first 18 months in Boston.

"You put up with it," he shrugged.

Pahl is faced with the prospect of moving nearer to work in the immediate future but the thought of leaving the city is unpleasant.

(Pahl is living in Waterville Valley for the summer as sales manager for a condominium development, but looks forward to returning to Boston before year's end.)

"There's only so much you can do with birds and trees and grass," he said. "I'm not a self-contained person and I get bored easily. That's why I love Boston. I came here because I loved the environment and I've never regretted it."

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At Logan International Airport we are meeting the demands of our New England patrons for superior passenger services and facilities. Now it's the world's 8th busiest airport and a convenient gateway to Europe and the world. Easily accessible terminals and the fact that it's a mere 10 minutes from downtown Boston help make Logan "The Fastest Airport in the East".

To cut aircraft noise in neighboring residential areas, Massport is working closely with community groups to develop new landing and take-off patterns at Logan. We're also improving runways, building taxiways, and expanding facilities to accommodate larger and much quieter jets.

Over 4000 regional businesses are high on shipping via Logan

While we're busy reducing noise at Logan, we're also creating more business.

Logan International is the world's 8th busiest airport. Lack of stack-ups and on-ground delays, closeness to Europe and over 600 daily flights make it "The Fastest Airport in the East".

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New $23 million Boston-Mystic Container Terminal featuring the 70-ton Hitachi crane, world's largest capacity dockside container crane, continues to attract profitable new shipping business.

As business grows, employment grows. Logan alone now provides work for 10,000 area people. At an annual payroll of $98 million. And that doesn't even count the many construction crews currently working at Logan.

To ease the traffic of small private and business planes at Logan, and to provide for the additional demands for general aviation services, we're upgrading facilities at Hanscom Field in Bedford.

New Boston-Mystic Container Terminal provides big lift

Massport is also working to make the Port of Boston the kind of place a lobster (or shipper) would want to call home.

By cleaning up the waters. And building massive new containerization facilities that give Boston a competitive edge as a shipping port. The new Boston-Mystic Container Terminal, home of the world's largest capacity dockside container crane, is attracting many shippers to the Port of Boston.

We're putting new steam into our sailing schedule

Massport is also expanding passenger service on major oceanliners at Boston's Commonwealth Pier. Last year, nearly 31,000 people found out that the nicest thing about sailing from Boston is coming home to Boston. (That's an impressive rise from slightly over 4000 passengers just five years ago.)

And finally, for those of you who travel to and from Boston every day, we're resurfacing the Tobin Memorial Bridge, Boston's major link with the North Shore.

The best part is you don't part with a penny

Everything we do at Massport is directed toward moving the economy of Massachusetts, and the economy of Boston, steadily upward.

And we saved the best part for last: we're doing it all without a single penny of your state or local tax money.

That's a big move in the right direction.

Tobin Memorial Bridge, major link between Boston and the busy North Shore, is undergoing a complete rebuilding of roadways on both levels. Estimated cost is $21 million.

massport

470 Atlantic Avenue, Boston, MA 02210. Trade development offices in Brussels, Tokyo, New York City, Rochester, N.Y., and Washington, D.C.

An urban wildness nearly unseen

By MONTY MONTGOMERY

There is wildlife in Boston, though we tend to ignore it, as the sunbathers along the Fens who spread their blankets between the rat burrows, oblivious to just what is waiting for them to leave.

Rats, rats big as cats, pigeons, starlings, herring gulls and mallard ducks. That is the shorter list of Boston wildlife.

It is the obvious list, consisting of things which annoy us (rats, pigeons and starlings) and things which amuse us (gulls practicing low level flight for the benefit of harborside restaurants, or ducks that eat Crackerjacks behind the Museum of Fine Arts).

Just four species of birds, but there are 200 more, if only we would look for them. Tonight, above the intersection of Tremont and School, nighthawks are flying and you can hear their nasal "reeet . . . reeet" above the whir of air conditioners and the rumble of the underground trolley.

The nighthawk breeds in Boston and Baffin Island. In the arctic, it lays its eggs on the barren gravel beaches of a Great Slave River, always two eggs, never a nest. The bare rocks of an abandoned railroad bed in North Station serve as well, so does the gravel roof of the old Prince spaghetti factory. The nighthawk is as indifferent to the source of the gravel as we are to the nighthawk.

The air above us is fuller of birds than the Franklin Park Zoo, but admission being free, we ignore it.

And the air is barren, compared to the three waters that surround the city. The Charles, the Neponset and the Atlantic Ocean, dammed, dredged, dumped and besewered, are nearly as wild as ever.

They have diminished greatly in numbers of fish, but hardly at all in variety. Only three are missing now, salmon, shad and sturgeon. Other than these, all the fish come back from the ocean that ever did, herring and smelt and white perch and striped bass. The others survive inland, trout, bass, a dozen kind of minnows, killies, kibbies, pickerel. Mergansers and kingfishers feed upon them, mink and otter and muskrat and beaver find one or the other river for a home — either survivors, or the first scouts come back to test the river to see if it is worth staying this time.

In Allston, along the Charles, black ducks, teal and mallards nest in the small neglected corners of MDC parks, where the mower cannot reach, where the weed-choppers decide that civil service will keep them employed even if they leave the job half-finished.

Each year, for the past three, a pair of mallards has raised a brood within 20 yards of Storrow drive, a monument to their tenacity and the lack of primeval instinct among the dozens of dogs that pass them on a summer day.

It is not all neglect. The Neponset is cleaner this year than in the century, thanks to the MDC sewer system, and the Charles even begins to improve. Men, still young enough to swim, once bathed at First Street and Gerry's Landing, until the suburbs made it an open sewer. That is changing now, and the shipments are being made directly to Deer Island, to the detriment of the outer harbor and the benefit of the Charles.

When the new tidal dam goes in at the Museum of Science, it will include a fish ladder, and fish passages are planned from Boston to Hopkinton for the annual fish marathon that runs the course backwards through Newton and Natick. There were shad eggs in the Charles last month, and shad fry, the first there since the 1800s, and spawning shad will return by 1976. So, on the Bicentennial Day, we will be missing only two fish, salmon and sturgeon, both, in the England of George III, royal fish, taken only by the capricious permission of the Crown.

The restoration of the shad is a democratic process, the money voted by Congress and spent by the state. They are a very Federal fish. Shad roe will make a most appropriate Bicentennial breakfast.

Of the three waters, the harbor is the most abused and yet the most wild and promising.

Two-thirds of the harbor bottom is pure sludge, an unimaginable thick paste of sewage, bunker oil and unidentifiable filth.

But the water above, well, it is as wild in truth as the Bay of Fundy.

Striped bass fishermen, one watching the lines and the other on the lookout for floating debris, troll among the half-sunken scraps of piers and piling, and find bass as large as any in Massachusetts. Vast schools of herring, mackerel and menhaden ripple the water between the airport and the bug light. The bass come in to feed along the shore, pushing bait ahead of them at the mouth of the Neponset in Dorchester, and a fisherman, driving the Southeast Expressway in grinding traffic sees the same sight he will see that summer at much more expense of Nantucket.

Small boys fish off the rocks behind Columbia Point, and catch bass within sound of basketball games in the netless, glass-glistening playgrounds.

The harbor lacks only cleanliness to be next to Godliness, so complete is the creation it shelters: small whales, sharks, tuna and all the small fishes of the north Atlantic, not excluding cod, at least one haddock, once I saw it, tautog, flounder, whiting, cusk and smelt and other fish that would be a delight to eat except for where they have been living.

On the surface in winter and spring: American, surf and whitewing scoters, eider, black, bufflehead, goldeneye, scaup and widgeon ducks (at least these), Canada geese and brant, common and red-throated loons, American and red-breasted mergansers, three kinds of tern, four of seagull, gannets, and in storms, petrels, dovekies and shearwaters.

On the islands, rats of course, muskrats, pheasants, raccoons and some smoldering garbage that has been continually afire now since 1946.

It is the most beautiful outhouse in creation. Besides the three waters, and the pockets of naturalness downtown (do not forget the nighthawks, also the resident screech owl in a downtown church yard, about which you could not help calling up the church secretary: 'M'am, did you know that you had a screech owl in your garden?" "Oh, dear, my dear, no. But it is a very small garden." "Yes it is, m'am, but it is a very small owl.") the rest of nature resides in the Olmstead park system, from the Fens up through Jamaica and the Arboretum to where it fizzles out.

Just for beginners, if you are feeling adventurous, a night-time expedition could turn up red foxes, flying squirrels, three kinds of bats, a shrew, a weasel, a skunk and a raccoon. Daytimes would show you painted, snapping, spotted, musk and box turtles, garter, green, ribbon and water snakes, bull, leopard, pickerel and green frogs, and toads still sing their dream song.

If the park is ever linked through to the Charles River above Newton, new residents will invade it, muskrats and mink. Deer are not improbable, they have come as close as Cambridge and Milton and Natick. Sooner or later, some will make it, and if the deer return can the moose be far behind?

It is benign neglect that makes the Olmstead parks a home for wildlife, the unpruned shrubs and unmowed grass, the tangled corners there and in the West Roxbury cemetery where ring-necked pheasants strut against the monuments to filial piety.

The question is not whether there is wildness left in Boston, but whether we have any left in us to see it with, or has it all been expended in traffic jams and urban incivility and job anxiety?

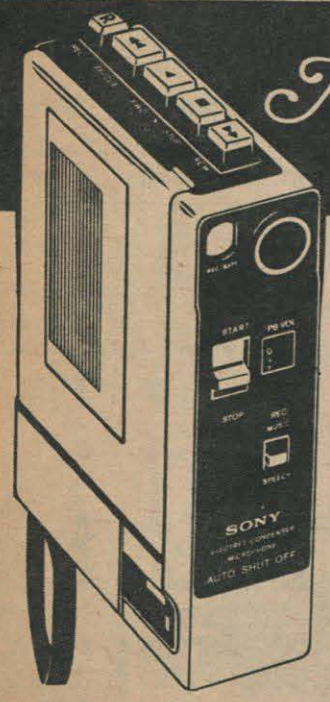
We are as damaged as the Harbor and as mistreated as the rivers, most of it our own doing. When we examine our nature, may we find as much variety.

Wildness ► 38

Monty Montgomery is outdoors writer for The Globe.

Red wing blackbird (left) sits on a grassy spire near Faulkner Hospital in Jamaica Plain. More civilized, momentarily, was the pheasant (right) which wandered onto MBTA strip near Commonwealth Armory.

7 ◀ **Wildness** *Castle Island offers urbanites a prime fishing site.*



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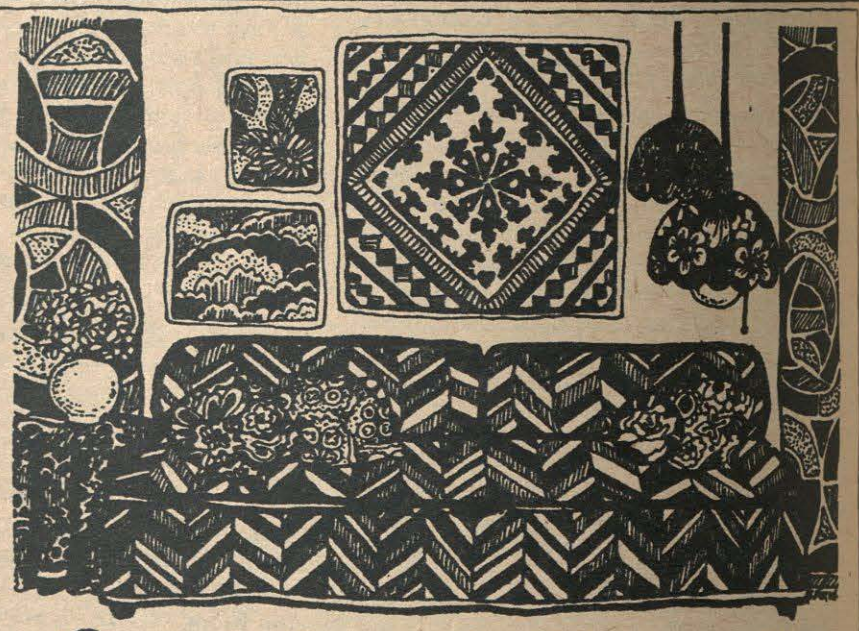

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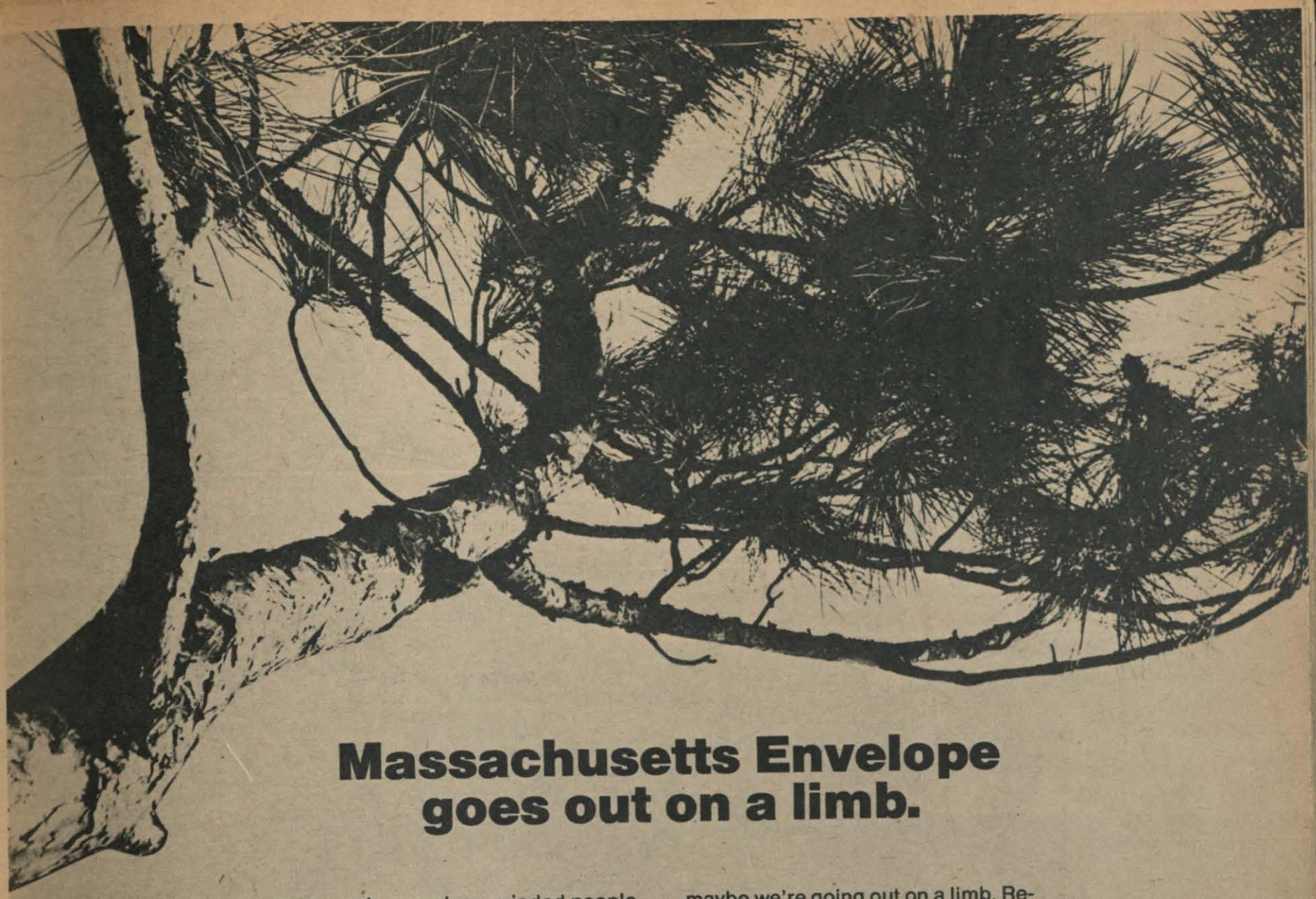

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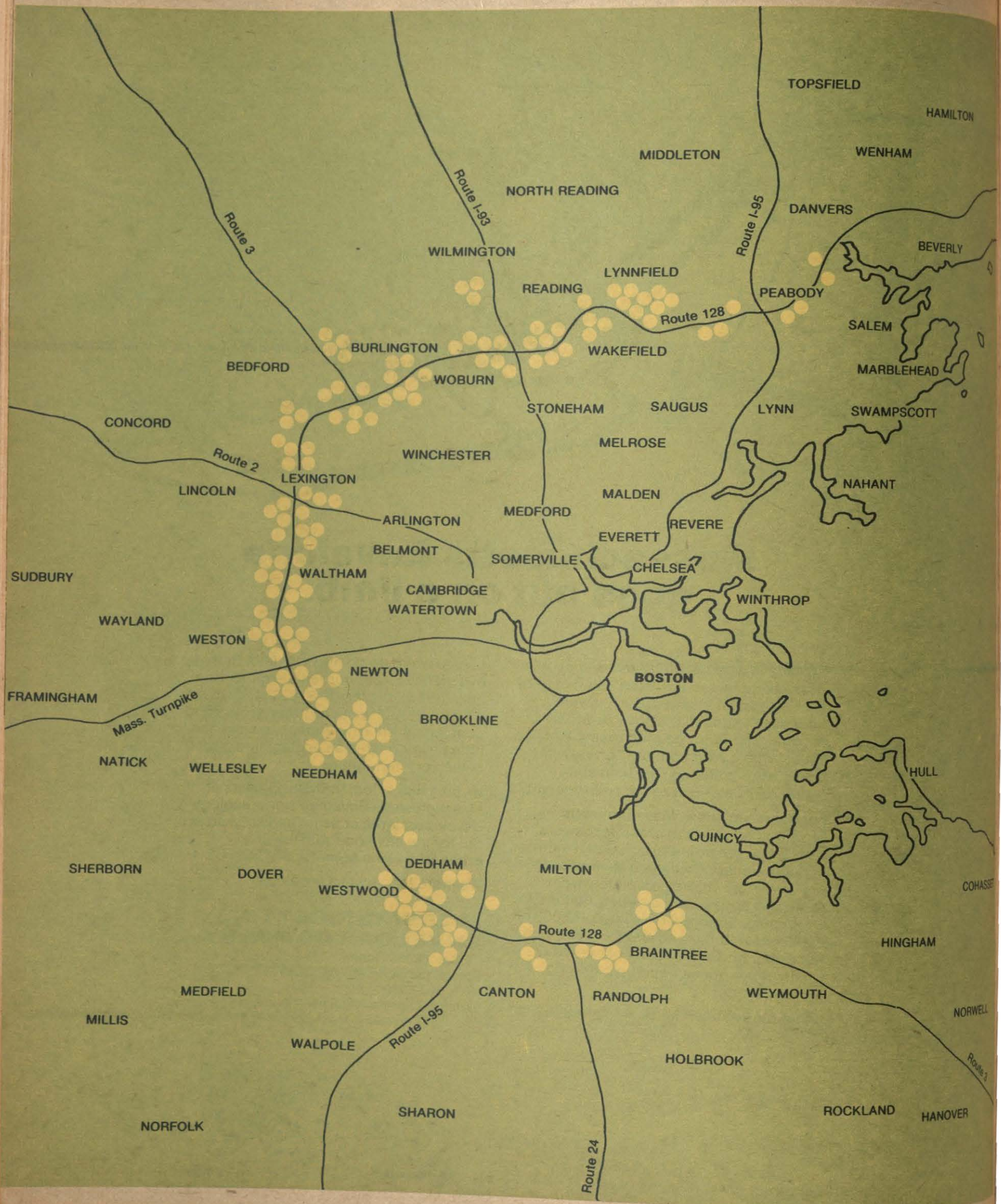


Boston Globe

Area's livability entices industry

By DONALD WHITE

In Burlington, a mile or so from Rte. 128, the technologists in plants along Northern avenue look out on a vista of greensward and trees. The air is sweet.

In one typical plant, mapping his company's assault on the key-to-disk peripheral computer market, sits Inforex president Tom Horgan, one of a group of former IBM-ers who started the company in 1969 and never seriously considered doing it anywhere other than Greater Boston.

"We could have settled anywhere," Horgan says. "Certainly California would have made sense. But we never really hesitated about choosing Boston, Rte. 128. . . ."

Now Inforex is a $23 million-a-year company in terms of sales and a source of hundreds of jobs, jobs that did not exist before 1969. All because entrepreneurs and technologists like Horgan want to live in Boston.

The livability of Greater Boston and of New England is one of the most important intangibles in the region's economic well-being.

If, as is probably true, the state of Massachusetts' economic health is not all that it might be then it assuredly would have been worse but for the quality of life.

No census has ever been taken of the number of companies that put down roots in Greater Boston simply because the founder wants to live here but the list would probably be formidable.

It may well be as important a factor in retaining new companies as the university-financial complex is in spawning them. Many entrepreneurs, having been educated in Boston, disdain the thought of living anywhere else.

Entrepreneurs, universities, venture capital, technology, quality of life . . . these are the ingredients of Greater Boston's post World War II industrial resurgence, the blend that has partially compensated for the demise of textiles, footwear and other "mature" industries.

Along Rte. 128, the highway that all the world envies, the "mixture" resulted in a complex of 729 companies and 66,000 jobs. Along the still developing Rte. 495 the mix has lured 65 companies offering some 12,000 jobs.

In both cases there are more to come.

Expert studies and seat-of-the-pants estimates underscore technology as the keystone for Greater Boston's future prosperity.

An Arthur D. Little study in 1970 cited biomedical instruments, computer peripheral equipment and pollution control devices as potential winners.

The First National Bank of Boston put together this short list of golden growth areas: electrical equipment and supplies, chemical and allied products.

One of the fastest growing companies in Greater Boston at the moment is Hewlett-Packard — a California-based company, by the way — which is so bullish about its medical electronics equipment that it is expanding not only its existing plant in Waltham but planning an even larger facility in Andover which could eventually employ 5000 people.

The computer industry, which provides 56,000 jobs within 100 miles of Boston, also seems poised for a new round of growth.

There will be continued expansion by Digital Equipment Corp. of Maynard, so-called king of the minicomputers, and by Data General Corp. of Southboro, a Digital spinoff that is rapidly turning into a crown prince.

Honeywell, which provides about 8000 data processing jobs in Greater Boston, will continue to be a major employer.

Perhaps even more exciting, however, is the rapid growth and intriguing potential demonstrated by the makers of peripheral computer equipment and the suppliers of assorted services and software.

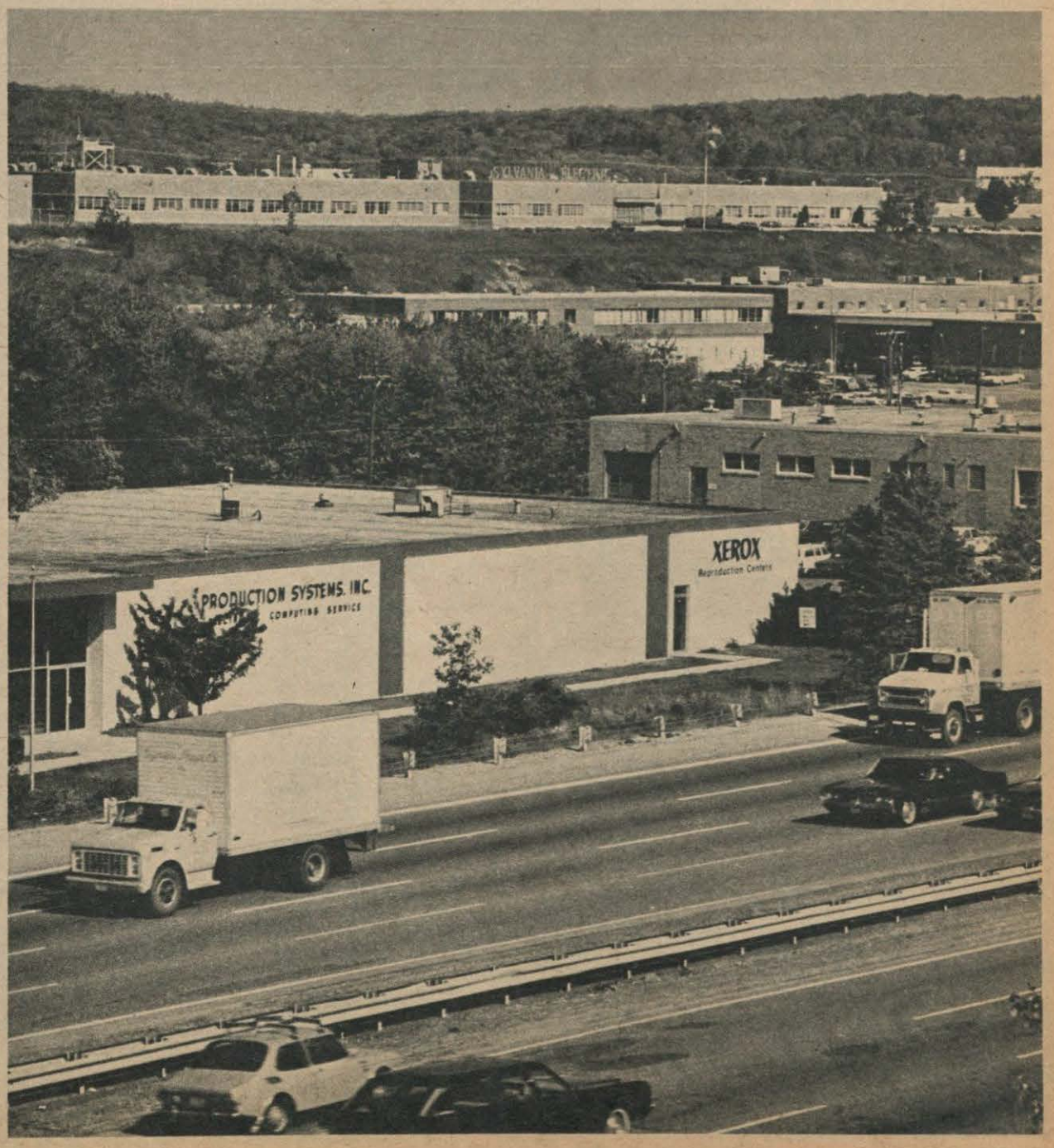
Among such companies are Digtronics of Southboro, Intertel, Inforex, ECRM and Entrex of Burlington, BASF of Bedford, Cambridge Memories of Newton and . . . well, the list is long and growing.

International Data Corp. of Newton, another expanding computer-related company, expects computer usage and employment in Massachusetts to increase this year by 15 percent and predicts that Massachusetts companies will spend $1.2 billion on data processing equipment in 1973.

The point is that technology is thriving in Greater Boston despite government funding cutbacks and redirected military spending in recent years. It thrives in no small measure because it is a desirable place to live.

For the technology set, the problems of doing business in Massachusetts are generally outweighed by its aesthetics. People from Cleveland, Detroit, Dubuque, Twin Forks and Akron would rather live near Boston and who can blame them?

Donald White is a Globe financial-industrial columnist.



Circumferential Rte. 128, often called the Golden Belt, has developed a high concentration of industry and business (left). Site location often results from businessmen's desire to live in the area. Waltham industrial park (right) is one of many such clusters on this highway.

Transformed economy maintains its virility

By BRUCE DAVIDSON

Boston's economy, as is fitting for a major metropolitan area, is deeply affected by change and contrast. While tradition has dominated thinking about the area — many stereotypes about conservative financial institutions, the textile decline and the crusty academic institutions survive — the fact is that Greater Boston has gone through a major transformation during the past two decades. It has been marked most vividly by major concentrations of activity both in the central city and on its fringes.

So much attention has been focused on the state's difficulties with manufacturing jobs over the past four years that there is a tendency to forget the importance and vitality of the service industries. And, as for the city, it remains a major center of banking, insurance and assets management.

Of the approximately 1.5 million persons working in the Greater Boston area, about 240,000 are involved in manufacturing, fewer than one in six or 16 percent compared with the national average of 26 percent.

It is the growth of the service and governmental sectors of Greater Boston's economy that has enabled it to keep its head above water for the past decade and particularly since about 1967 when the general decline in the role of manufacturing at least as a job source accelerated.

Physical evidence of growth is obvious to anyone looking at Boston's skyline. Of the 17 tallest structures put up in the Downtown-Back Bay business districts in the past decade, 10 have been built by or for financial institutions, two for government and five as apartments. Of the three new buildings going up now in the central business district, two are associated with banking and one with insurance.

The manufacturing sector is conspicuously absent from the list of names associated with major construction in the city.

While much of the service sector is devoted to caring for local demand, some key elements are notable "export" industries in that they generally distribute their products on a nationwide basis.

The major insurance companies, for example, sell more than 90 percent of their policies outside Massachusetts. While sound business practice dictates that they invest significant . portions of their assets in their sales areas, disproportionately large amounts do appear in the Boston area if for no other reason than to support headquarters structures. In terms of jobs, home office operations account for thousands of employees and the city itself is a vital source of manpower.

When John Hancock Mutual Life Insurance Co. prepared for the expansion that ultimately led to its new Back Bay tower, it rejected potential suburban sites in large part because of the access problems for its clerical employees, according to Robert Lamphere, vice president for planning.

In banking, also heavily dependent on clerical help, similar considerations influenced the location of the State Street south on the new MBTA extension to Quincy.

The lack of big manufacturing names on the city's skyline does not discourage a man like Gerald W. Bush, director of Commerce and Manpower for the City of Boston. Instead, Bush has been concentrating his efforts in encouraging manufacturing by smaller companies and in necessarily small parcels of land. The "mini-park" is Bush's mode of operation and he is highly optimistic about the success of the first of these, a 17-acre Dorchester site that hopefully will involve as many as 500 new jobs.

To this beginning Bush sees two to four additional efforts by the end of the year, not necessarily with signed contracts but with the basic negotiations completed or at least well developed.

When the city faced the loss of thousands of jobs through the closing of US Navy facilities, Bush swam against the current of woe.

"I see South Boston as a great opportunity. We can double the employment in there if we plan it with wisdom. It's my number one priority." The potential advantages of the South Boston Naval Annex include 167 acres of land plus another 72 acres of piers and water. The largest of the buildings, the Boston Army Base, has 1.5 million square feet. Bush talks about attractive rentals, a good location, and easy development that could mean more than 200 new jobs.

And as for the Charlestown shipyard site, Bush advocates mixed development of housing and light industry together with a possible naval museum to complement the USS Constitution as a tourist attraction

"We could have a 'new town' in town," Bush speculated, but it fits closely with his overall concept of neighborhood development of light industry with the work force being drawn right out of the immediate surroundings. "People could walk to their jobs," Bush said.

While the city lacks large packages of land to attract giant industrial developments, Bush points out that when the big companies start their projects in the suburbs "they will spin off three or four small operations" and it is those he wants to put into the city itself.

Bush sees the service industries as the "big plus for the city" and says that the decision of Stone and Webster to build a Boston center meant more than the jobs alone. "It shows that we can fight and win" in the competition for business location.

The new development on the horizon along those lines is the European company coming to this country and Bush says that "my guess is that Boston is in a good way for being the US headquarters for lots of European companies." Its assets include good local developers, room to grow, and above all the much more attractive quality of life when compared with other cities. And the inevitable upgrading of land transport along the eastern corridor "means that in a way New York will be a suburb of Boston," Bush says.

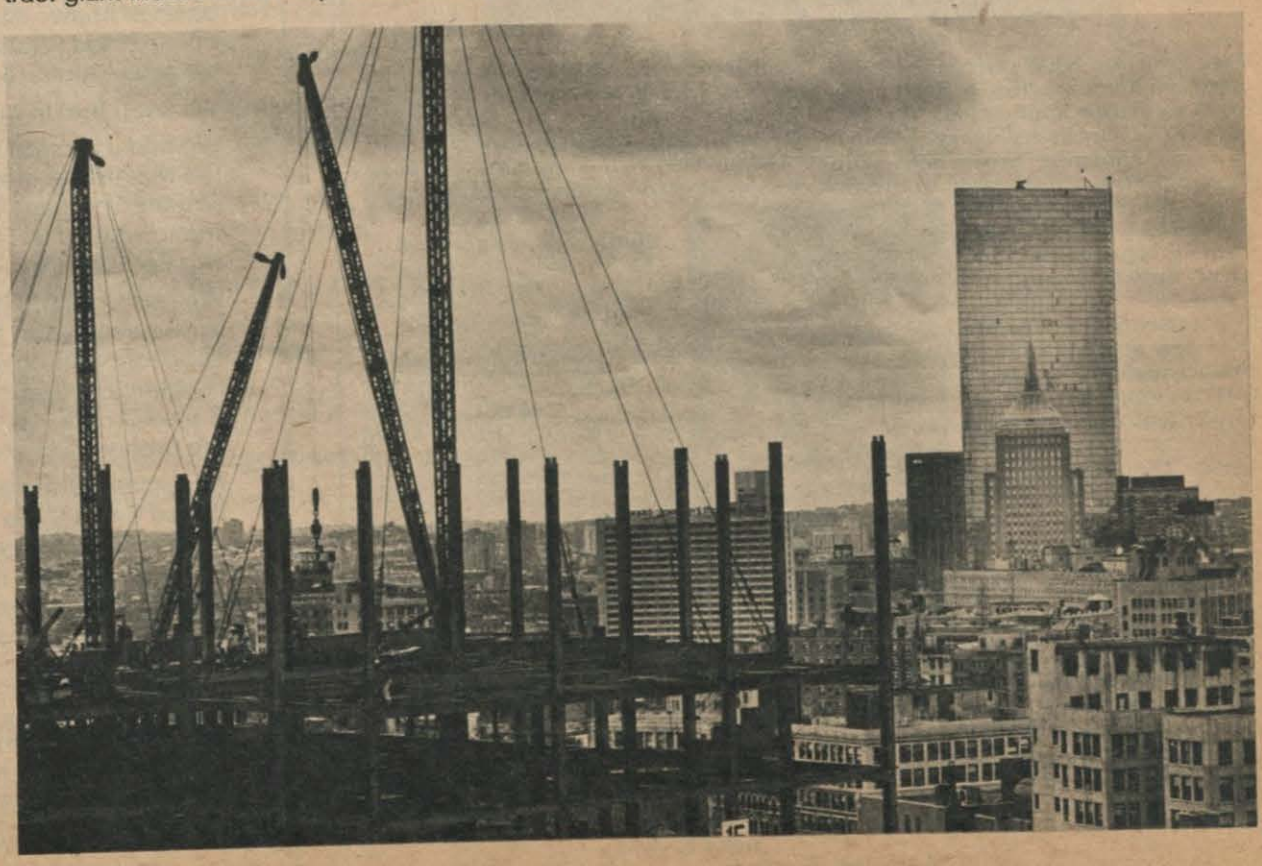
Education has to some extent been a divisive factor in Greater Boston amid concerns over the amounts of property it has, in effect, removed from the tax rolls. But education has played a critical function in the growth and support of the local economy.

It has long received full credit for contributing to the spawning of high-technology companies along Rte. 128, and most of the financing of those operations has originated in Boston — despite its aura of being hidebound conservative, Boston capital is in reality venture-oriented and highly aggressive.

Higher education in Boston has also played a more mundane role in the area's economic activities. It too is a major "export" industry but its clients come here for the product.

Economy ▶ 45

Bruce Davidson is Globe economics editor.



First National Bank (left) with its now-famous "belly" and the Blue Cross building, under construction on Summer street are symbols of the city's healthy economy

Integral part of downtown commerce is Washington st. Jordan Marsh Co. in background.

The exciting NEW Greenbriar Estates on Route 28 North Reading is now accepting applications for August thru October residency. Located close to shopping areas and main thoroughfares to Boston (25 minutes) the 187 unit complex offers the most advanced apartment features anyone could ask for.

The apartments are surrounded by stately fir trees which makes for a truly country setting, yet convenient to major highways and metropolitan areas. The buildings are designed with enclosed balconies that include large storage closets. Exteriors are of white antique brick and a handsome mansard roof.

Greenbriar Estates include central air conditioning and central vacuum systems. Frost Free refrigerators, continuous clean gas ovens and super Quiet Dishwashers and Disposals make up the appliances.

Bathrooms are king size with triple mirrored medicine cabinets and marble top vanities.

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The Greenbriar complex is being developed by F. Stan Davis of North Reading. Mr. Davis also developed the first large apartment complex in North Reading two years ago when he constructed the 150 unit Park Colony. He was also a pioneer developer and operator of Kentucky Fried Chicken Stores.

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The presidents of eight of the larger academic institutions, realizing that their schools have an important effect on Boston's economic activity, banded together early this year to sponsor a study of the measurable impact of students and faculty on the rest of the community — a study that will not be completed until next fall. But some major facts stick out:

— There are more than 150,000 college and graduate students in 26 academic institutions in the immediate area, six of them junior colleges. They are instructed by more than 20,000 full and part-time teachers and the schools have more than 10,000 additional non-teaching employees — food service, library personnel, administration, maintenance. And it has been estimated that each academic job produces two-and-a-half other jobs elsewhere in the economy.

— The major research universities, Harvard and M.I.T., have annual budgets that rival all but the largest corporations — $204 and $263 million respectively. Internationally famous, they draw their students from all over the nation and the world.

— But more undergraduate-oriented institutions pull students in important numbers from other locations. Two thirds of Tufts' entering freshmen come from out of state. At Northeastern, with its annual budget of $43 million, 42 percent of the incoming students are out of state and at Boston University with an annual budget of $90 million, 68 percent. No one has yet calculated their contribution to restaurant, transportation, clothing and entertainment business in the city but their numbers alone make it appear large.■

An individual looks at the city

Beach-crazy family won't leave

If she wanted to, Mrs. Letitia Jackson could fill a book with complaints about Boston, but she won't, any more than she will leave the city.

She has watched conditions deteriorate in her public housing project; fought to make ends meet on welfare in a high-priced city; and seen the Boston public schools fail at least two of her seven children.

But Mrs. Jackson was born and raised in Boston. And with the friendly air of a country-bred woman, she never really complains.

"I'm going to be here 20 more years. It's been a home to me," said the ten-year resident of South Boston's D Street housing project.

"I think the projects are great for younger children until they find out there are no fences around it," said the mother of seven only half jokingly.

Mrs. Jackson and her children take advantage of what Boston has to offer, especially the beach.

"We're always down near Pleasure Bay in the summer. This whole family is beach crazy," she said.

In the winter her four youngest, Kelly, Blaine, Tisha and Raymond drag their mother to South Boston's MDC skating rink.

Mrs. Jackson does have a few complaints about the public schools, mostly to do with the progress of a son, 14, whose problems as a slow learner seem insurmountable. But even her criticism is tempered by praise for some teachers and principals.

Mrs. Jackson pays $75 a month rent for her four-bedroom apartment which her son recently papered in a bright floral pattern. She says she never has any housing problems but that the Boston Housing Authority, her landlord, "doesn't have the help it used to."

Mrs. Jackson is an active person who takes care of things by herself. Nothing, not even rumors of street crime, keeps her inside.

"I've gone to bingo. I've gone to shows. I've gone to the store. Nothing will stop me. The only thing I won't do any more is hang clothes out on the line at four in the morning, but that's because they stole the clothesline," she said.

Mrs. Letitia Jackson

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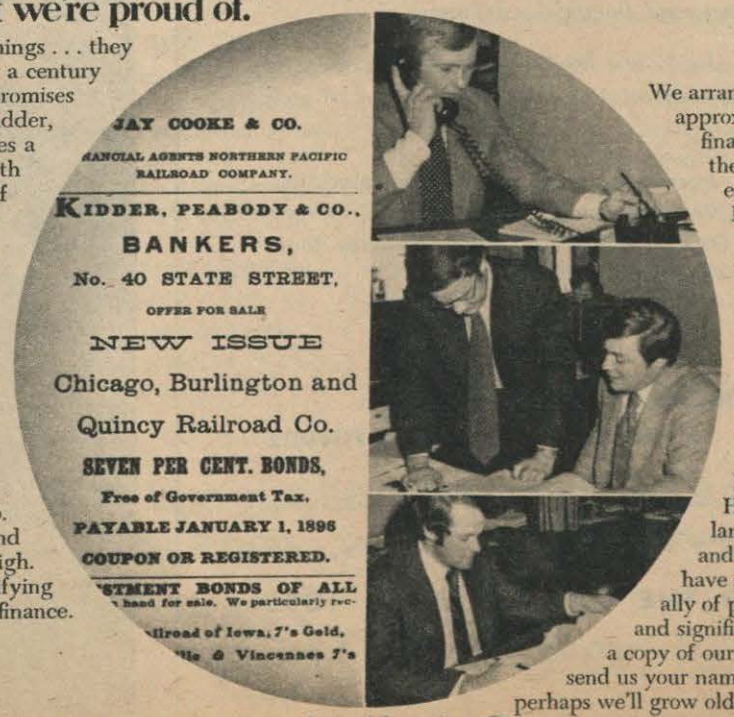

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An individual looks at the city

It's a city to walk in

Ask former City Councilman John Saltonstall which of Boston's facilities he uses, and the first thing he answers is:

"I use the streets to walk in."

Saltonstall, erect and lean at 57, moved back into the city in 1961 after residing in Cambridge, Brookline and Chestnut Hill while his children were growing up.

The Saltonstalls moved to their 140-year-old, four-story Beacon Hill town house on Revere street in 1969, at about the same time they decided to give up their automobile.

"We had growing feelings about air pollution," Saltonstall explained, "plus we wanted to do our bit to support the MBTA."

Saltonstall estimates that he uses public transportation 300 to 400 times a year. He finds the service satisfactory compared to other cities, but not as good as he feels it could be.

Saltonstall starts his day at about 8:30, walking up Revere street and through Boston Common to his law office on Franklin street. At the same time, his wife, Peg, heads down Revere street and through the Public Garden to her office at the Massachusetts Committee on Children and Youth on Newbury street.

Saltonstall walks the streets of Boston, night and day, without fear.

Saltonstall and his wife visit the Museum of Fine Arts frequently and occasionally go to the Science Museum. They are constant movie-goers. Saltonstall also plays squash several times a week, either at the Harvard Club or the Downtown Squash Club on Franklin street, and sails on the Charles River Basin.

Although he admits that "it sounds terribly proper Bostonian," he prefers to use the Athenaeum rather than the Boston Public Library.

"You just write out what you want on a piece of paper," he said, "and you collect it the next day in a neat little package. It's an awfully nice library." Saltonstall is a member of the vestry of Kings Chapel and attends services "irregularly."

He rates Boston highly as a city, "even on a world scale." "It's not oppressively large . . . but large enough so that one has some degree of privacy and anonymity. "There are interesting things going on. Not only diversions, but interesting enterprises. There is dynamism and ferment beyond that of other cities."

John Saltonstall

Boston Globe

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changes that could include a new ocean terminal.)

In the financial-downtown area office buildings continue to proliferate. For downtown itself, a few years ago the city's prior administration produced grandiose plans for major downtown pedestrian malls along Washington and

Summer streets but these were scrapped when Federal funds ran out.
Today downtown still fights encroachment of the honky-tonk "combat zone" of bars and adult movie houses. But, it has seen some "vest pocket" parks built in its midst, expansion by Filene's and Kennedy's and some individual building refurbishing going on. The main shopping district along Washington street will have to be content with widening sidewalks, new lighting and individual store rehabilitation.

Major revitalization and Federally-aided programs for neighborhoods have focused on areas of Charlestown, the 502-acre Washington Park section of Roxbury, the 606-acre South End and the 90-acre adjacent South Cove sections.

Charlestown is getting about 1000 new housing units, a new school, an emerging state community college and housing restoration. But the community still is awaiting the day when the Main street elevated eyesore can be taken down, a ceremony long delayed by unfinished rapid transit relocation work.

In the South Cove, the Chinatown section, which in the past has seen government action take properties from its boundaries, is getting its first major new housing complex, over 200 units in "Tai Tung Village" for low and moderate-income families.

Washington Park has just about finished its renewal program except for rehabilitation and for figuring out what to do about small scattered vacant sites. There are mixed feelings about the ability of the community and city to hold onto gains made here because surrounding areas have undergone little upgrading. But about 2000 units of new housing has been built, an impressive complex of recreational buildings and fields is in operation and a new school, (Trotter) is pio-

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If a handicap makes dialing difficult for you, just tell the operator, who will be happy to place your calls. On long distance station-to-station calls, you'll only be charged at the direct-dialed rate.

4. PAY PHONE PAYOFF:
If one of our pay phones takes your dime and doesn't give you a call, please jot down the number of the offending phone and report it. Just dial O (Operator). We'll see that the phone gets fixed... and we'll mail you a refund, too.

5. MOVING DAY SPECIAL:
Residence customers can save money on their service connection charge by having all extension phones put in at the same time when they move. Then our installer won't have to double back and add them, a trip that will cost another installation charge.

6. OUT-OF-TOWN NUMBERS:
Ask us for a directory for any city you call frequently. If you need the number for someone in a distant city, just dial the area code for the city plus 555-1212. (You'll find a list of area codes in the front pages of the phone book.) To see what time it is in the place you are calling, check the time zones shown on the Area Code Map in the front pages of your phone book.

Time-Savers

7. NUMBER YOUR LETTERS:
Make it easier and faster for friends and business people to get in touch with you by having your phone number and area code printed on your letterhead and memos.

8. UNEXPECTED RETURN:
Forcing back the telephone dial can get you unexpected places and can give you wrong numbers. (The clicks you hear when the dial returns tell our equipment where to send your call).

9. PARKING SPACE:

Your phone has a built-in parking place for the receiver when you have to put the phone down in the middle of a conversation.

10. BELLS:
Most people are satisfied with their telephone bell. But if you aren't, you have a choice of several ways to meet your particular needs: 1) bells in various tonal ranges are available for persons with impaired hearing – just call your business office for further details. 2) you can also adjust the ring on most phones. For desk phones, just turn the little wheel on the bottom of your phone to the right or left to make the bell louder or softer (follow the "loud" arrow). Wall phones have a side or bottom lever that lets you do the same thing. Fans and lights also may be used for the handicapped.

11. ANNOYANCE CALLS:
The best way to put an end to crank or prank calls is to hang up immediately. If the calls persist, call your telephone business office. Our representatives are especially trained to help you. In difficult cases, our Annoyance Call Specialist will work closely with you and police officials to catch offenders.

Worry-Savers

12. SALES PITCH:
To stop calls from pushy sales people, just say "no thanks", and hang up immediately.

13. OFF THE HOOK:
If a phone is off the hook, callers will get a busy signal. Sometimes we receive a report of a phone out of order... only to find someone has left an extension phone off the hook. This ties up equipment needed to complete calls for other customers and maybe important calls for you, too.

14. FOILING BURGLARS:
If you feel that leaving lights and radios on in your home discourages potential burglaries, ok. But leaving your phone off the hook won't help. An extended busy signal will soon let people know the phone is off the hook; that you're really *not* home.

15. BUSY SIGNALS:
There are two kinds of "busy" signals; one that tells you the other phone is in use, and a faster one that means so many paths, or circuits, are in use that you can't get through. If you hear a fast busy signal after dialing a number, hang up and dial again a little later.

These tips can help you make better use of your phone.
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New England Telephone

neering educational concepts.

The South End also has seen several thousand units of low and moderate income housing built as well as major housing rehabilitation for all levels of income groups completed. But the area is still in the midst of a struggle by community groups, the city and others to achieve a neighborhood balance of low, middle and affluent residents, with each group fearful of being pushed out of the area by the other. Major sections, however are still in deteriorating condition, showing no planned improvements yet.

In the Fenway project, the reshaping of a district is occuring within the Mass avenue-Huntington avenue perimeter,, dominated by the Christian Science Church. An ornate "church park" of open space and new edifices dominate the Mother Church complex here.
Controversy has surfaced over relocating of low and moderate income elderly out of the area. A new hotel and a 502-unit block-long housing for mixed incomes are the dominating private ventures completed here.

Housing for the elderly? There never is enough. The city is making attempts to incorporate such housing in most developments, however. The West End should have over 300 units; the Fenway, 1000; the South End is bringing about 1000, while Washington Park has almost 300 units. Charlestown scheduled more than 200 units and plans are to put in a 100-plus elderly development on the perimeter of the North End. Several hundred units are also programmed as mini-projects in East Boston for

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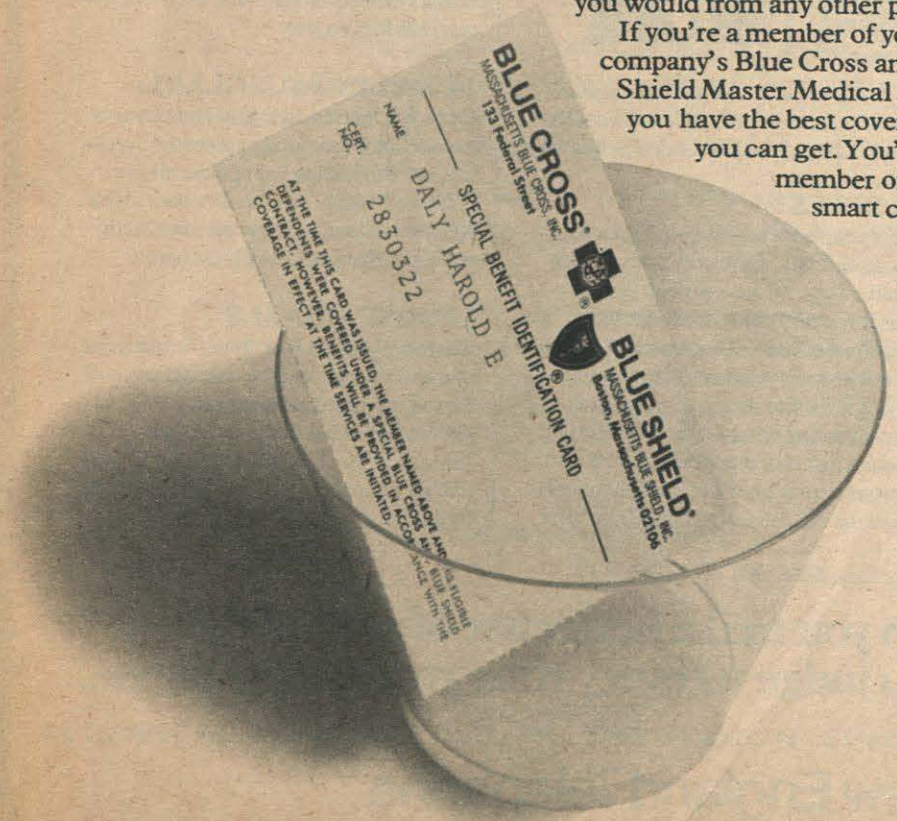

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Elderly housing, Egleston Square

Boston Globe

the first time.

From now on say the city planners, the concentration should be to provide much more housing, public facilities, parks, recreational and pedestrian-oriented amenities.

New master planning will divide the city into (1) "Inner Core", primarily the downtown-Kenmore Square-waterfront-West End perimeters, and (2) the "district planning" areas, the residential outer neighborhoods where meeting neighborhood needs will be emphasized.

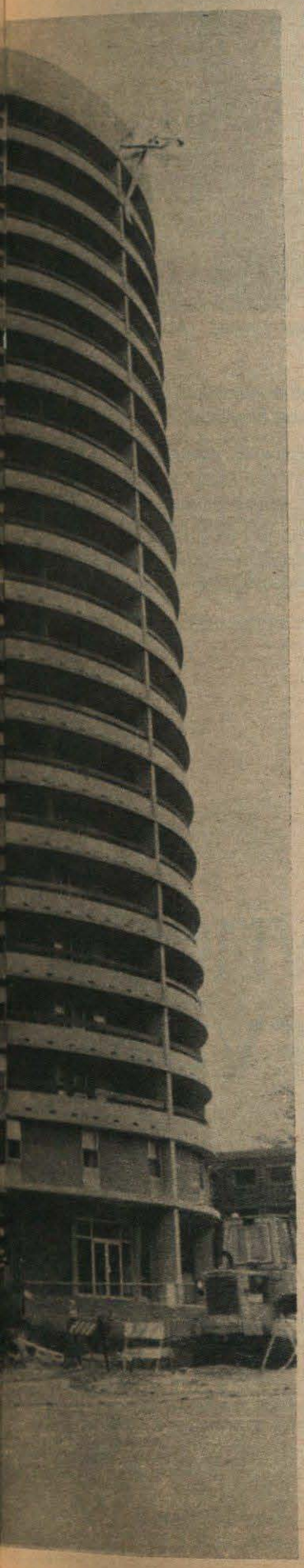
"The "core area" would provide the bulk of the city's jobs over the next 10 yeras and one-fourth to one-third of the new housing. The concept of mixing building uses in the downtown-financial area will be encouraged.

Another significant change, now underway, seems to be renovations of existing buildings into condominium form of home ownership in the center city.

Alexander Ganz, renewal research director, has figures showing that Boston's population after a decade of drop, is now rising and that jobs in the core area may increase by more than one-fourth.

Twelve million square feet of office space, three to four million square feet of retail space and 4000 hotel rooms are proposed to accommodate the new jobs, he said.

The new planning strategy also says it recognizes tourism development as "important to Boston as a source of jobs, income and tax revenue" and "as a stimulus to upgrade the city's historic landmarks, open space and recreation areas and public facilities." ■



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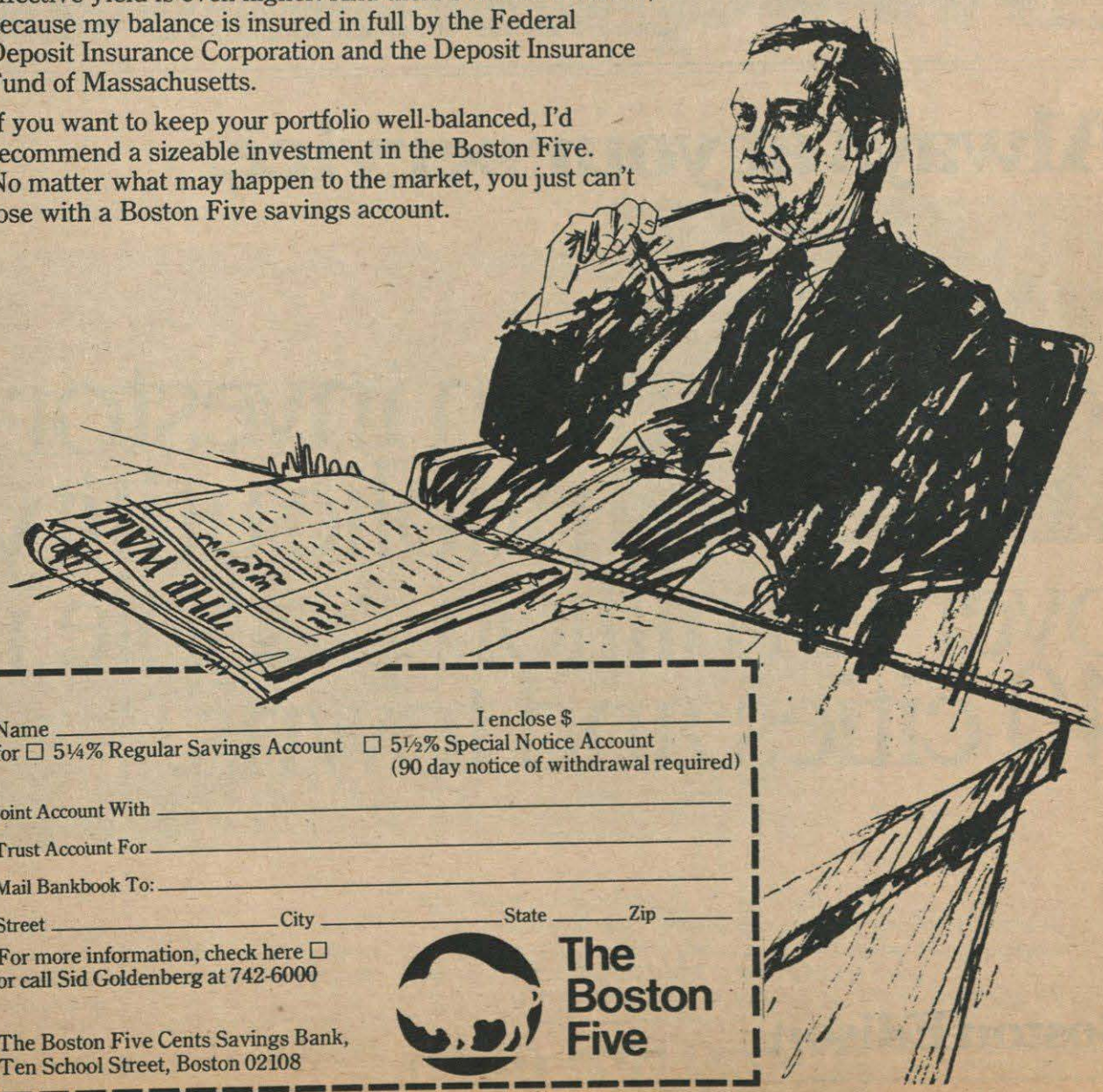

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The Boston Five

An individual looks at the city

Luis Lopez wants to go home

For Luis Lopez and his family, Boston is the South End.

Lopez, his wife, four children and two chihuahua dogs live in a newly rehabilitated apartment on West Concord street, just a few blocks from Boston City Hospital where he works in the laundry.

Lopez doesn't own a car, walks to work. His children, Nereida, Cruzita, Alexander and Angel also walk to nearby South End schools. And Mrs. Lebrada Lopez, who spends most of the day taking care of her home, sometimes takes time to visit her relatives who live only a few blocks away.

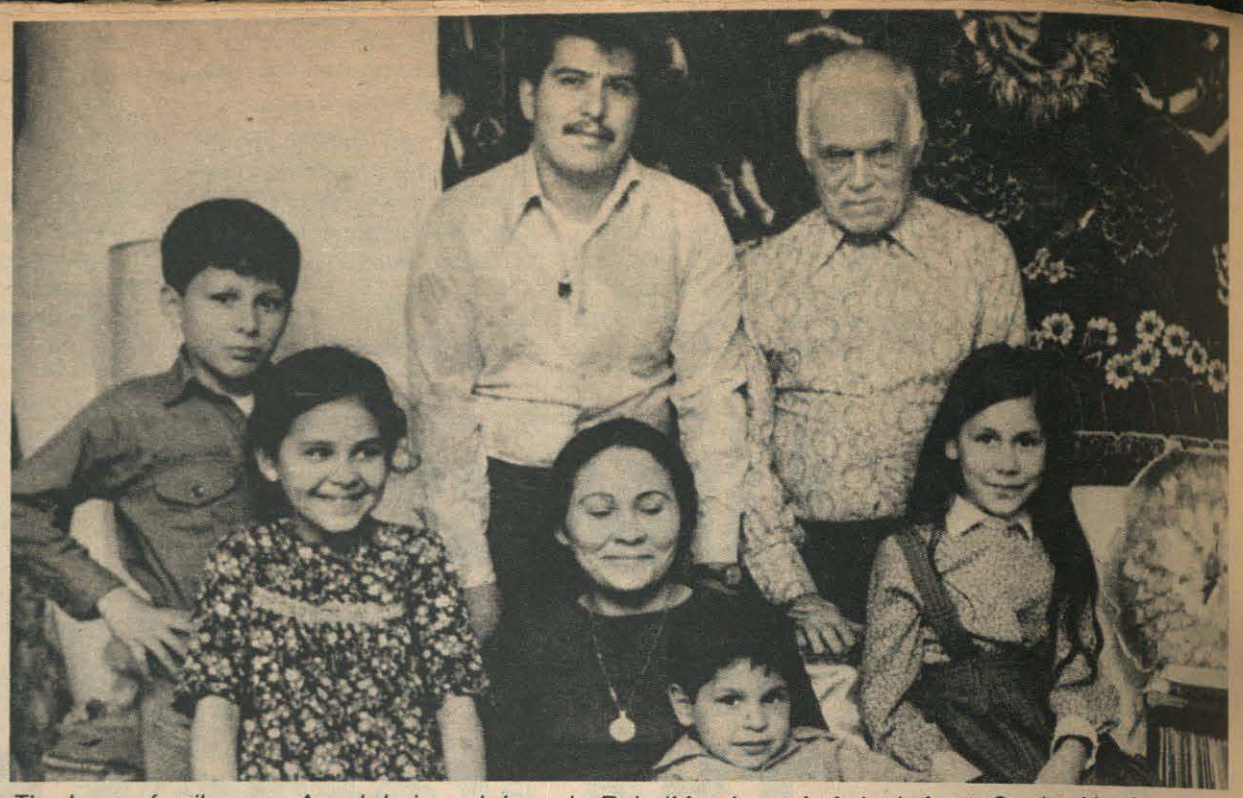
Life for this Puerto Rican family revolves around the home. One reason: Luis Lopez does not speak English.

"I left Puerto Rico (in 1959) because my friends use to say that Boston was this and that. But in my opinion I think Puerto Rico is better than this," he said.

"There the best thing is you have your own language. Here, there is nowhere to go. Everything is in English. So why should I go out and waste my time?"

Mrs. Lopez used to visit relatives in the evening but now she stays at home. "Before, things used to be more tranquil but now I can't leave the house at night because of dangers in the street."

At least twice a week, the Lopez family attends nearby Cathedral Church, where masses are celebrated in Spanish.



The Lopez family: rear, Angel, Luis and Joaquin Ruiz (Mrs. Lopez's father); front, Cruzita, Mrs. Lopez, Alexander and Nereida

One of Mrs. Lopez's biggest complaints is the soaring cost of food. She has to make ends meet for a family of six on $100 a week, Lopez's salary from the hospital.

Lopez is not satisfied with the children's schooling. "The children are not given enough attention here."

Lopez says he has never been visited by one of the children's teachers. "If they have something to tell me they always send me a letter but I just throw it away because I don't read English."

One of the things they like least about school is the cold lunches that are served.

Lopez said he would love to take his family back to the island of Puerto Rico. "If I had the money I'd be gone tomorrow. One doesn't suffer in his own country from the customs, language or education."

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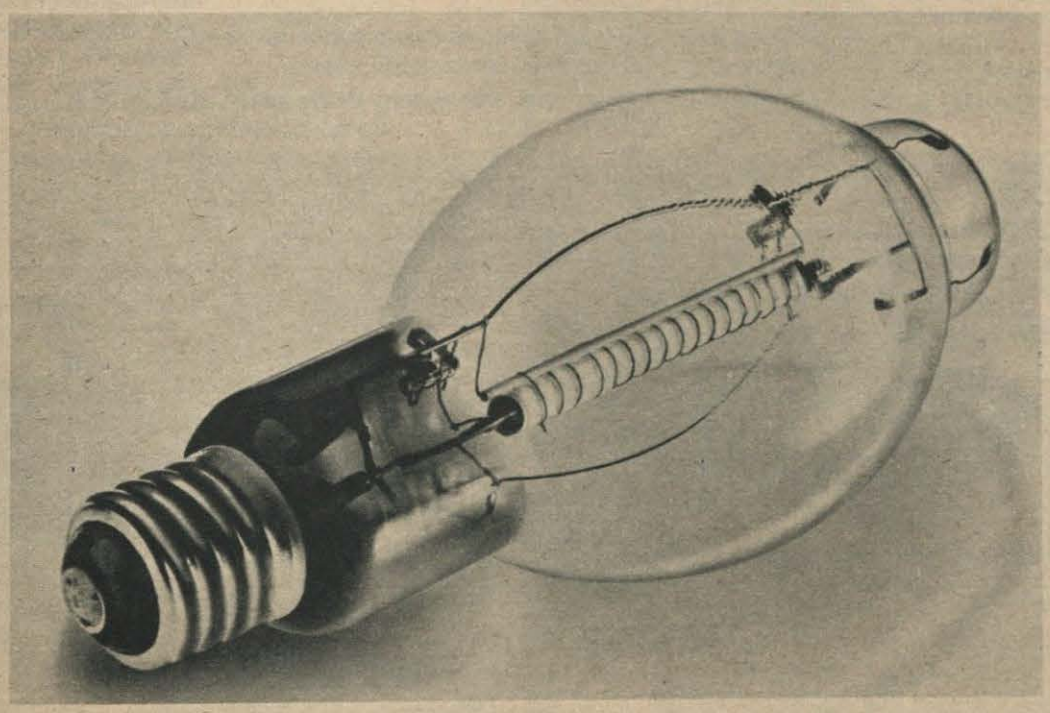

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Boston—the Athens of America

By ADAM YARMOLINSKY

A management consultant told me the other day that Boston was the ideal place to attract corporate clients to a conference; it was clearly not a resort; but it was uniquely more than a commercial center. Boston, he reminded me, is still the Athens of America.

Being a properly skeptical Athenian, I decided to test his proposition against my experience of American cities. San Francisco? A Shangri-La, certainly, a land of Lotus eaters, even a place for a Roman holiday, but no Athens.

New York? Rome after the decline and fall of the Empire. The Big Apple, candied on the outside but poisoned at the core, no longer Fun City, not even a nice place to visit anymore.

Los Angeles? you could spend all day and all night cruising the freeways finding a city in the midst of all those suburbs.

Chicago? Too big and bare and windy. Still the home of Carl Sandburg's hog-butchers. An overgrown Sparta, not an Athens.

Philadelphia? Still elegant in spots, but a little thread-bare, reminding me of the old contest jokes: first prize is a week's vacation in Philadelphia; second prize is two weeks' vacation there.

Washington, D.C.? Too buggy. Too many cops: too many robbers.

Detroit? Cleveland? Would you believe Peoria?

But just because other cities can't compete for the title, why should Boston qualify? What are the missing elements in the makeup of other cities, that are uniquely present in Boston?

To begin with, Boston has a pervasive smell of history. A child can grow up in sections of Los Angeles, never seeing an artifact older than its parents. Philadelphia has Independence Hall, and downtown New York has the Sub-Treasury and the Custom House, and a few buildings like the one I lived in in Greenwich Village that was once a shoe factory and before that a fire house. But no other city bigger than Charleston, S.C., has a continuous physical thread of history woven all the way through it, buried in some places, resurrected in others, like the great stone warehouses on the Boston wharves.

Boston is anchored not only in time but in space. It begins in the tight knot of downtown, pulled together around Beacon Hill and Government Center, encircled by the Harbor, and gently separated by the Common, from the reaches of Back Bay and the radiating avenues. It has a distinctive shape, unlike Chicago, or Buffalo, which spread like oil stains from the water's edge, or Atlanta, which puffed out of a railroad junction, or Los Angeles, which goes on forever, if you can see through the smog. San Francisco is blotched with high-rises. New York sags like a laundry line between midtown and downtown. Boston has its decaying neighborhoods, even its combat zone. But they are still enclaves, exceptions to the general order.

Distances, too, in Boston are manageable. There is nothing like walking in a city to give one a feeling of citizenship. I can walk from Beacon Hill to Copley Square or Haymarket without tiring, and take pleasure in what I see along the way. I know no other big city in the United States that is really walkable. Even San Francisco is too spread out, and the hills are too steep. In fact, some cities are not navigable without a car — and in some suburbs — Beverly Hills, for one — walkers are stopped for questioning.

Walking around Boston confirms one's sense of identity in the individual patterns of the streets.

Downtown Boston escaped the tyranny of the grid-iron, and even the Common is a lop-sided pentagon. The designers of the new town on Welfare Island in New York City put two bends in their main street, taking their cue from Boston, not from Manhattan.

These physical aspects of Boston may be symptoms, or contributory causes to its essential quality: One can be at home in it without losing the sense of being in the midst of a city. Whether I am looking at Monet landscapes in the Museum of Fine Arts, or at the trees in the Public Garden from a seat in the Ritz bar, whether I am walking to work or strolling along Newbury street — or sailing a dinghy in the Charles River basin — I am at the center of things, but I am also at home. That is not true in San Francisco or Los Angeles — I'm always about 3000 miles from the center of things. And in New York or Chicago or Kansas City, the closer I feel to the center of things, the less I feel at home, and vice versa.

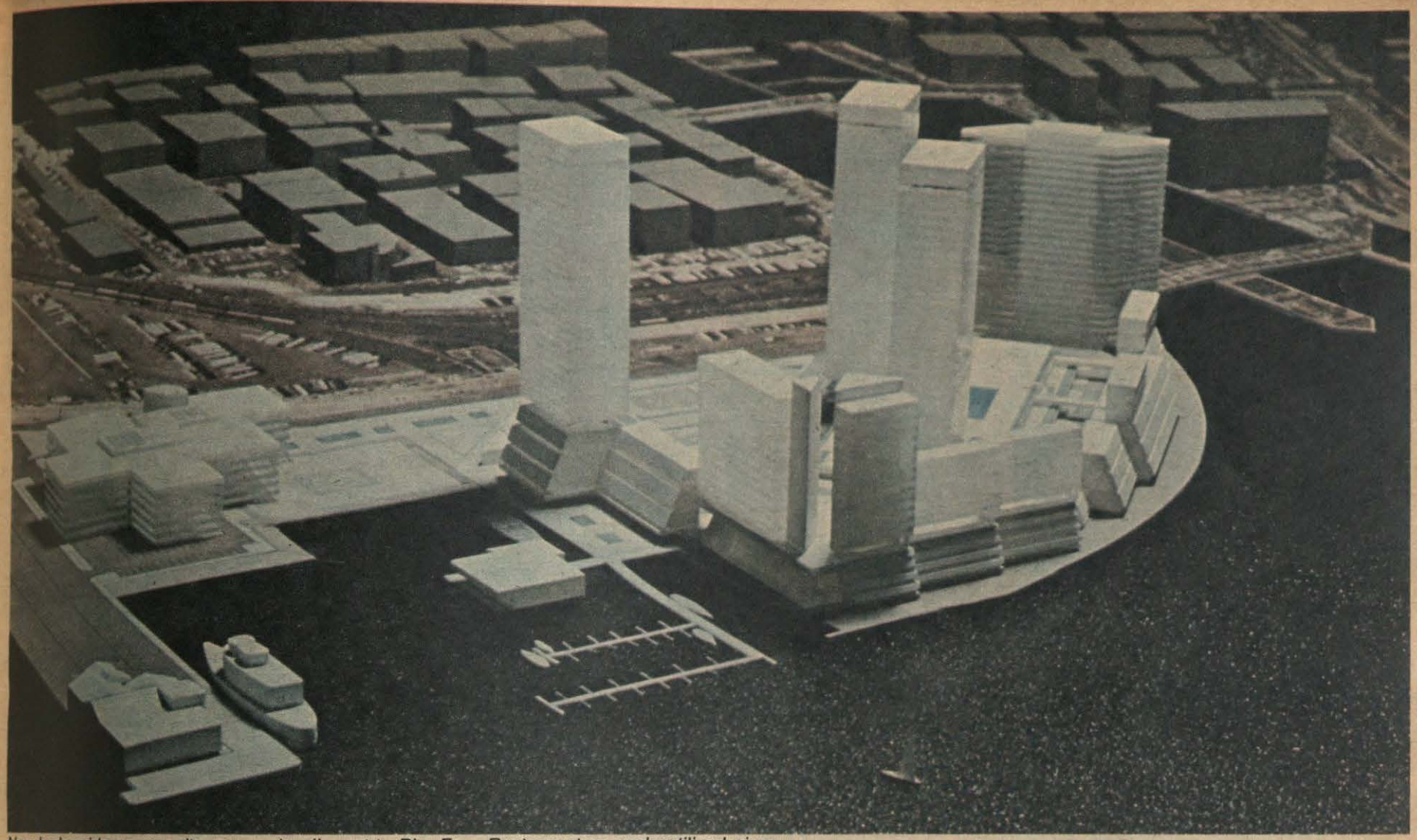
And that, I suppose, is what made Athens the teacher of Rome, even when Rome was the master of the world. It was not Plato's academy that gave Athens its distinction — Berkeley is still just a college town, though it houses the second university of the country — but it was Athens that made Plato's academy possible.

Bostonians, like Athenians, expect their civic institutions to meet more than local standards of excellence, without losing their special local, Bostonian quality. The universe of which Boston was once the hub may be falling apart. But Boston remains the reference point, for its citizens, and for those less fortunate. ■

Adam Yarmolinsky, former Principal Deputy Assistant Secretary of Defense in Washington, former Chief Executive Officer, Welfare Island Development Corp., New York, professor of law and currently Ralph Waldo Emerson University Professor, University of Massachusetts, is a man of many cities.

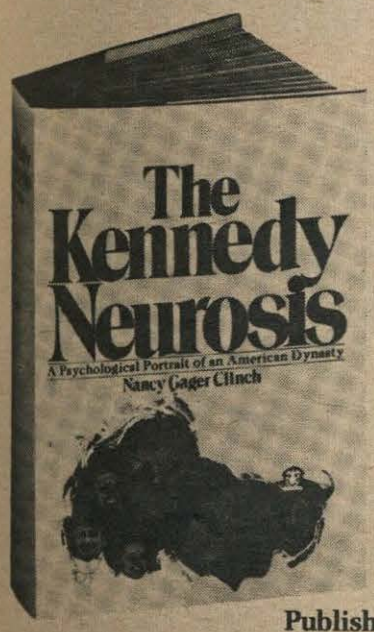
Copley Square — Boylston street looking downtown, Trinity Church in right background

Boston Globe



New harborside community proposal, adjacent to Pier Four Restaurant on underutilized piers.

"An extremely controversial and absorbing biography"—Publishers' Weekly



The Kennedy Neurosis: A Psychological Portrait of an American Dynasty, by Nancy Gager Clinch, founder and co-director of the Center for Women Policy Studies in Washington, D.C. With a preface by Bruce Mazlish, author of *In Search of Nixon*. Written by a political scientist, historian and psycho-biographer, this scrupulously researched work asks: is the Kennedy mystique justified by fact—or is our belief in it a symptom of our country's emotional and social sickness?

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Street crime-prevention has priority

By PETER D. COWEN

Few of Boston's 641,000 citizens have to be told that street crime, a subject of private fear and public sloganeering, is one of the city's most debilitating problems.

Although the number of reported serious crimes decreased 8.8 percent last year, the rate of such crimes in Boston remains relatively high. Virtually all sections of the city have joined the clamor for better police protection and crime prevention.

Gradually, since Boston Police Comr. Robert J. diGrazia took office in mid-November, the 2800-member police department's long-range strategy for combating crime has taken shape. DiGrazia and his aides envision, as they describe it, a police force of the future with greater efficiency, mobility and visibility, providing quicker responses to calls and more imaginative techniques of apprehending criminals.

DiGrazia says he is especially concerned about the distribution of manpower in Boston and wants to place more men in the neighborhoods with the most acute crime problems. To increase the number of patrolmen on the streets, he says he intends to slash departmental paperwork and replace police clerks with civilians.

Equipment also will improve, the commissioner says. "Each policeman will have a miniaturized communications device that will connect him with the total information resources of the police department. He will be able instantly to check stolen cars, warrants, patterns of street crime," he says. In addition, patrolmen will be aided by computerized information that will quickly identify areas where crime is most likely to occur, and they will be better trained to handle the kinds of crime situations they are most likely to encounter. As diGrazia explains it, "Training will reflect the reality of street work."

According to Mark Furstenburg, diGrazia's director of planning and research, a future trainee might visit a hospital emergency ward or a legal services office to understand better the problems of crime victims.

The commissioner asserts also that the Boston policeman of the future will be better educated than his predecessor—most will have some college education, and many will have advanced degrees.

"It's been too easy to say, 'Here's your gun; here's your badge; here's your uniform. Now go out and be a policeman.' It can't be that way. It's too hectic a society at the present time," diGrazia says.

Although the commissioner says he feels the department needs some new equipment, especially vehicles, he is not a strong advocate of fighting crime primarily through technology. "Too many departments have been taken by expensive computers, radio setups and so forth," he says.

However, diGrazia is thinking of establishing a special crime-fighting unit modeled on New York's citywide Anti-Crime Section, which uses policemen and policewomen disguised as everyday citizens in high-crime areas.

Members of the New York unit may be made up to look like hot dog venders, elderly shoppers, street cleaners or any number of civilians. They serve as decoys for criminals who are apprehended by similarly disguised police waiting nearby. The New York unit claims to have made numerous arrests with few injuries.

The commissioner has other ideas as well for improving Boston law enforcement, including a plan to place greater emphasis on "alternatives to arrest such as rehabilitation treatments." He also says he is seeking "a re-evaluation of the criminal code so that the police will have only laws to enforce that the majority of the public supports."

DiGrazia is not the first law enforcement official to acknowledge that considerable time and manpower are devoted to enforcing laws — such as public drunkenness, prostitution and gambling — that are regarded with indifference by many people. Such crimes are estimated to account for half of all arrests.

"By charging our police with the responsibility to enforce the unenforceable," New York Police Comr. Patrick V. Murphy has said, "we subject them to disrespect and corruptive influences, and we provide the organized criminal syndicate with illicit industries upon which they thrive."

Norval Morris, a University of Chicago law professor, noting also that the force of such laws is most often felt by the poor, concluded in a recent article in The New York Times: "Like corruption, the discriminatory impact of laws against victimless crimes breeds cynical contempt for police, courts and the law itself."

For these reasons, the legalization of such so-called "victimless crimes" is being proposed with growing frequency, and it is likely that this trend will continue in the future, as long as street crime is so widely feared.

DiGrazia and other Boston officials, while admitting that the police department is deficient and that some laws need to be changed, say also that citizens share the blame for Boston crime. Indifference to certain forms of criminality, combined with the fear of personal involvement in the plights of others, authorities say, contribute to a climate in which some crimes pose almost no risk.

At a series of appearances before neighborhood groups, diGrazia has strongly emphasized the need for citizen participation and cooperation in combating crime. "Citizens have to be helpful," he told one Dorchester audience. "They have to be the eyes and ears of the police department to a great extent."

Peter Cowen is a member of the Globe's Urban Team.

Boston's Combat Zone (left) draws an obvious police presence. Foot patrol in neighborhoods (right) is one of antidotes to street crime.

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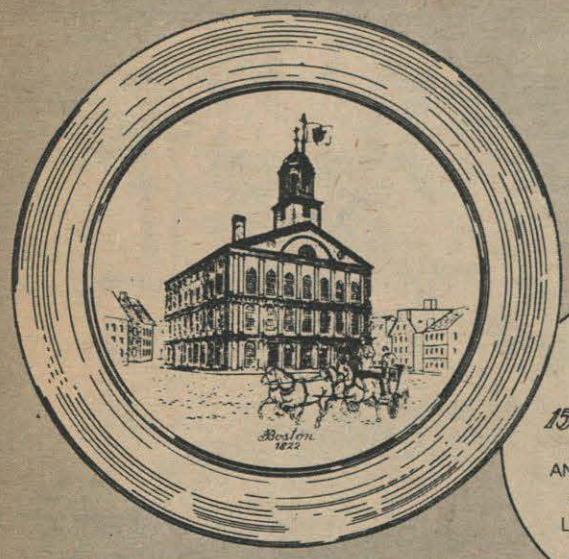

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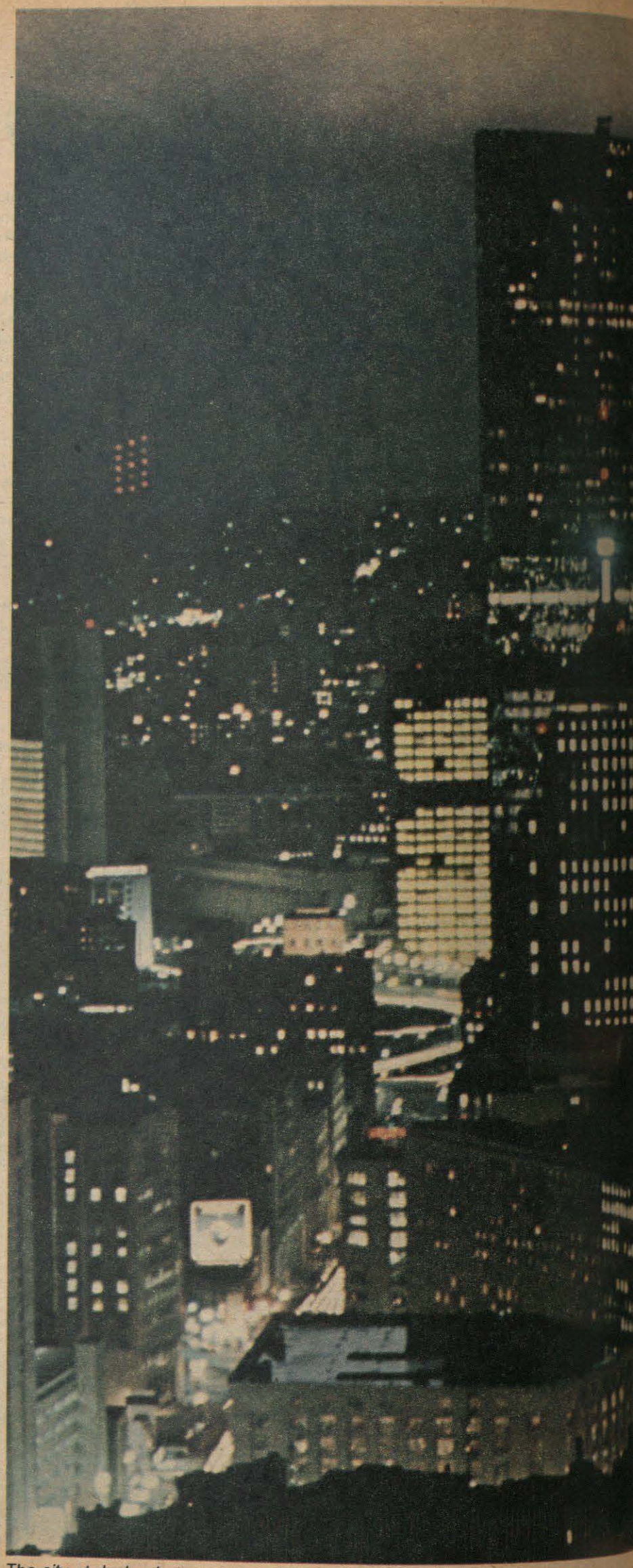
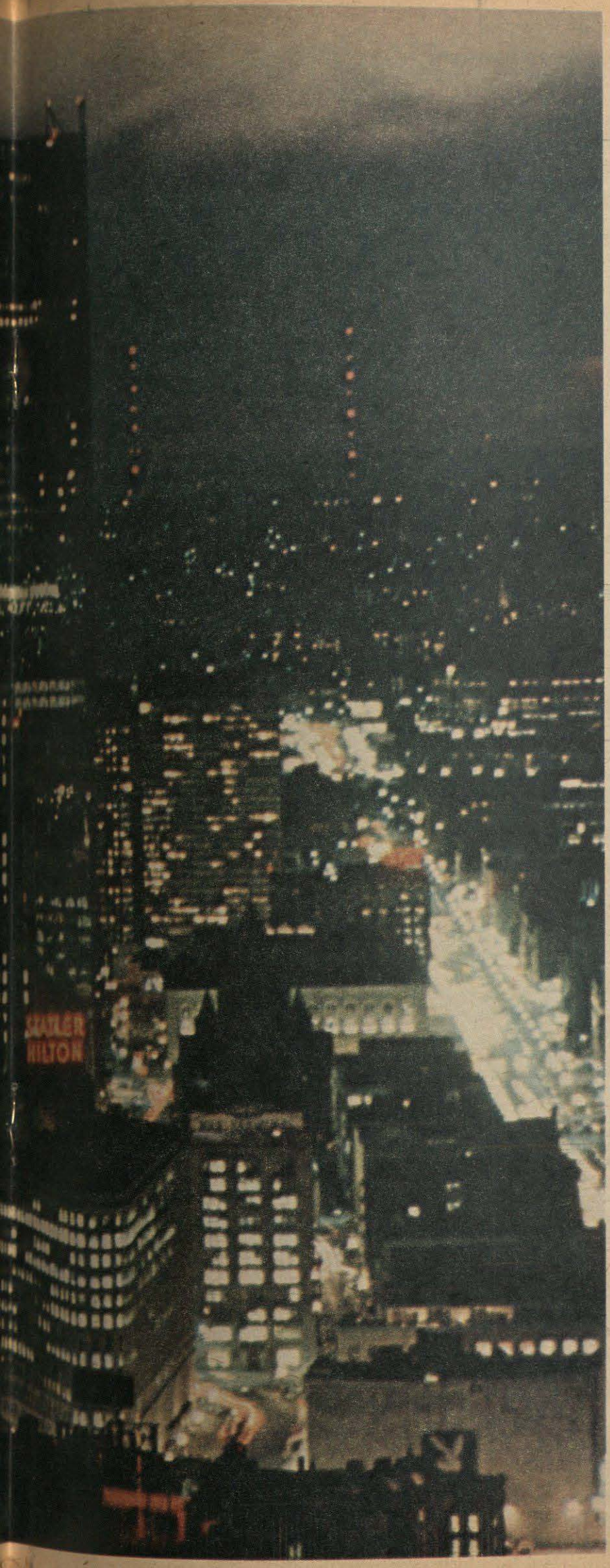


The city at dusk, photographed from atop the Federal building

Boston Globe



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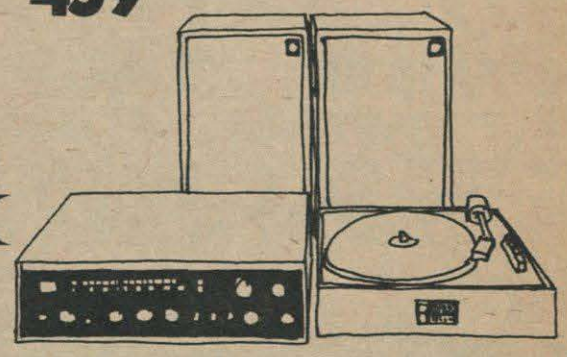

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95 Vassar St., Cambridge, 864-HIFI
Route One, Dedham, 329-HIFI
Route Nine, Framingham, 872-HIFI
352 Main St., Stoneham, 935-HIFI
Route Twenty, Waltham, 893-HIFI
279 Main St., Worcester, 756-HIFI
Nashua Mall, Nashua, 883-HIFI
165 Angell St., Providence, 831-HIFI

Boston Globe

Transportation—a revolution barely begun

By JACK THOMAS

It took more than $3.5 million and three years of agony, but the historic decision has been made not to build any more highways into Boston.

It is the first example of an old American city making a decision for people and against the automobile, and the rest of the nation is waiting to see whether it makes Boston a more exciting, more livable city.

Boston is in the throes of a transportation revolution. But it is one thing to decide against more highways, and quite another to make a commitment to an efficient, dependable mass transit system. The next few years will tell the story.

As it is, getting around in Boston is bad.

Anyone who disputes that has never been on the public transit system, never driven to the city during rush hour, nor searched so long for a downtown parking space that even an illegal one seemed like a lucky discovery.

The failures are all about us.

At Winthrop Junior High School, a mathematics teacher explaining a problem on the blackboard has to stop every few minutes because she cannot talk above the scream of jet planes that fly overhead.

In another Boston suburb, buses are in such bad condition that, during the winter, they must be run all night to ensure that they will be operable in the morning, and when it was learned that the sound of the engines violated the city's anti-noise ordinance, the buses were taken outside the city limits, run all night, then returned to the city.

The MBTA is a sprawling, crawling, antiquated, expensive, inefficient, controversial, unpredictable public transportation system with the highest paid transit workers in the nation. Work rules are so complex that a simple repair job — which could be accomplished by a moderately capable home handy man — might involve the services of an electrician, a welder, a driver, a carpenter, and a painter, each performing his small part of an overall small job.

Traveling by automobile to Boston each morning is a Kafkaesque experience that involves the ulcerating torture of stop and start driving on a super speedway while listening to a radio traffic report that says, "They're bumper to bumper on all roads leading into the city."

Our highways are strangled with cars. Our skyline is polluted by engine emissions. Railroad tracks lie idle, and our public transportation system provides poor service while straining under a preposterous $80 million deficit.

How could we, with all our technology, descend to such dismal circumstances? Over the years, Boston, like other American cities, underestimated the enormous effect transportation has on our lives.

But that is changing. Boston is now in the midst of a renaissance that will make our grandchildren wonder why we built so many expressways, devoted a third of a beautiful city to the automobile, and then sat fuming in traffic jams all those years.

In a transportation sense, Boston is a victim of its past. The narrow, winding streets of colonial Boston do not adapt easily to today's 300 horsepower automobiles.

Boston was (and in many ways, still is) a walking city where a resident could carry out all his daily activity on foot. But in the past 75 years, there were two waves of change, the first based on a new public transportation system, and the second on the automobile, and both of them shaped the city socially, economically and esthetically.

In the latter part of the last century, Boston had become a crowded, dirty, sometimes unpleasant place to live, and, in 1897, with foresight, the city built the first subway in America, the segment that now runs from Park street to Boylston.

The middle and upper classes continued to work in Boston, but commuted by public transportation to their homes in cleaner more spacious areas such as Dorchester, West Roxbury and Hyde Park.

Although the public transportation system provided considerable economic benefit to the city throughout the early part of the Twentieth Century, today, because of its age, it suffers from archaic design, a stagnant image and the accrual of decrepit equipment.

In the twenties and thirties, the increasing popularity and availability of the automobile created another wave of suburbanization. The affluent classes gave up residence in the city and moved to the suburbs, but they continued to hold a financial interest in the city and maintained political control by shifting the base of power from the city government to the Legislature.

Suburbanization based on the automobile increased with the housing boom after World War II and, in 1956, under pressure from a conglomerate lobby of automobile manufacturers, construction companies and labor unions, Congress approved legislation to build a 42,500 mile interstate highway system.

Socially, it was one of the most significant things Congress ever did. The government called it a turning point in transportation history.

They weren't kidding. Massachusetts and other states embarked on a national mania of road building that has cost $40 billion, restructured our way of life, segregated us socially, racially, and economically, polluted our cities and complicated our problems in housing, education and urban life.

For every $110,000 a state agreed to spend, the Federal government promised to toss in $1 million. For every state that participated, it meant thousands of construction jobs and at least the appearance of progress and economic health. What governor could resist?

In some cases, highways were built even though the need was dubious. Construction of the highways was financed by the Highway Trust Fund, which is made up of taxes on gasoline, tire rubber and trucking tonnage. No such provision was made to finance the development of public transportation, and, as Boston's public transportation system began to deteriorate, more people began to use th automobile. Ridership on the MBTA declined from 450 million in 1946 to 149 million in 1971.

Massachusetts embarked on a whirlwind of road building which included the Central Artery, the Southeast Expressway and the Northeast Expressway, Rte. I-95 north and south, and Rte. I-93 to New Hampshire.

The nation took a hypnotic delight in traveling gre distances on superhighways. Remember how important it seemed to be able to drive on Rte. I-95 from Houlton, Me. to South Miami, Fla., a distance of 1866 miles, without a single traffic light?

Rte. I-95 was completed from the New Hampshire border to Danvers and from the Rhode Islan border to Canton, but before the segment from Canton to Danvers was built, a curious aberration took shape.

Construction of highways had always been a technical engineering decision, but in the mid-sixties it developed into a passionate political and social issue. A new coalition of urban blacks, suburban liberals and ecologists banded together and bega to pressure governors, mayors and other officials t stop the construction of more highways.

In early 1970, Gov. Francis W. Sargent, a former public works commissioner, attracted national atte tion by declaring a moratorium on nearly $1 billion worth of highway construction within Rte. 128. He killed plans for the Inner Belt, and suspended proposals for construction of Rte. I-95 north and south, and also for the six-lane tunnel under Boston Harbor to East Boston.

In one paragraph, the governor captured the frustrations of the anti-highway coalition:

"We found," he said, "that we had defeated our own purpose, and that we had been caught in a vi cious cycle. More cars meant more highways, which meant more traffic jams. More traffic jams meant the need for more highways which meant more traffic jams — and the need for superhighways. The result today? Miles and miles of bumpe to bumper traffic, creeping along hopelessly crowded highways. The side effect? Billions of dol lars spent, more and more cities torn apart, more and more families uprooted and displaced. Worst of all — failure to solve the problem that started it all: how best to get from one place to another."

Gov. Sargent appointed a special study committee the Greater Boston Transportation Planning Revie which embarked on a three year, $3.5 million anal ysis of Boston's transportation problems.

The revolution had succeeded.

No longer would critical transportation decisions be made by faceless engineers sitting in an office elbow deep in maps. The BTPR established a precedent of holding public hearings about highway and mass transit options, and average people began to express themselves on transportation is-

Transportation ▶6

Parallel rapid transit trains near Columbia station: Quincy line in foreground; Ashmont-Harvard Square line in background

Jack Thomas writes about transportation for The Globe.

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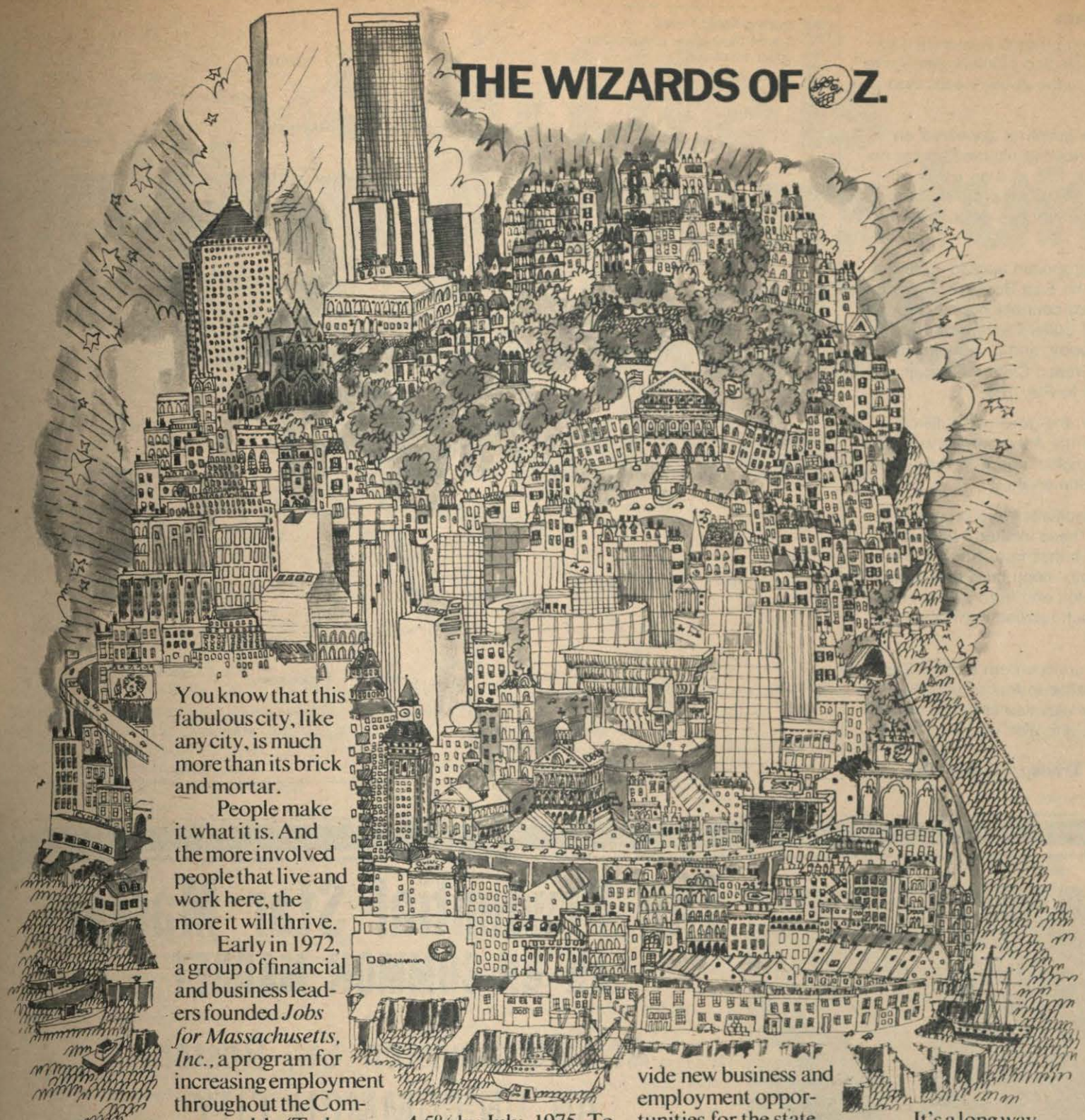
59 ◀ **Transportation** *Clogged Expressway, near City Hospital*

Waiting at Park Street station

Transportation ▶ 62

Boston Globe

THE WIZARDS OF OZ.



You know that this fabulous city, like any city, is much more than its brick and mortar.

People make it what it is. And the more involved people that live and work here, the more it will thrive.

Early in 1972, a group of financial and business leaders founded *Jobs for Massachusetts, Inc.*, a program for increasing employment throughout the Commonwealth. (Today the Board also includes key representatives of government and labor.)

With employment threatened here (and elsewhere, for that matter) this group knew that *action* was needed: A plan of action, a timetable and specific objectives for increasing employment in Massachusetts.

And so, the Board of Directors of *Jobs for Massachusetts* have set this course: To see the seasonally-adjusted Massachusetts unemployment rate (7.9% in March, 1972) cut to 4.5% by July, 1975. To achieve this goal, 150,000 *new* private sector jobs will have to be created; 60,000 of these in manufacturing to maintain a structural balance between manufacturing and the service industries in Massachusetts.

The Board of Directors of *Jobs* and the professional staff are implementing the program, developing fact sheets and specific industry proposals, administering a loaned-executive program and contacting key influences in and out of state who might provide new business and employment opportunities for the state.

What's happening? Some meaningful gains in the first year.

Jobs helped a major company north of Boston in its expansion program, overcoming some hard federal and local obstacles. Up to 5,000 new jobs can result from this effort. A company in Roxbury, one in Wakefield, one in Maynard, and dozens of others throughout the state have been helped to hold existing jobs while developing new ones.

It's a long way down The Yellow Brick Road to the wonderful world of Oz.

But Massachusetts and Boston may be on their way. Thanks to *Jobs for Massachusetts*. And a few hard working wizards.

If you're in government, labor or business and need help or can help, just call (617) 434-2157. Or write us at 100 Federal Street, Boston, Mass. 02110.

JOBS FOR MASSACHUSETTS, INC.

ues. The decision-making process was shifted to ne political arena where elected officials were more ensitive and responsive to the public needs and ants.

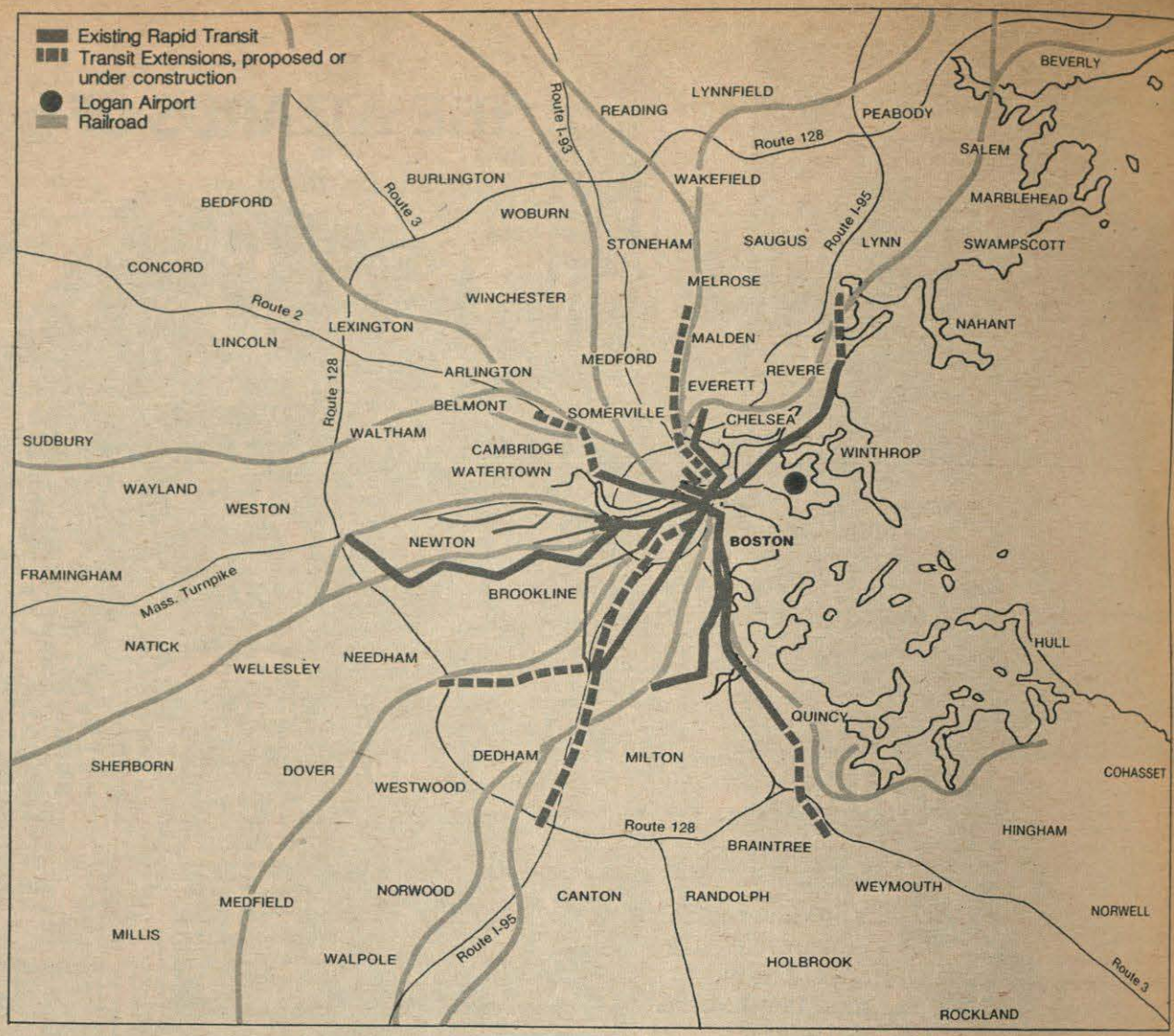
hen, last December, the governor appeared on latewide television to announce his new policy: no ore highways within Rte. 128, and an extraordiary, ambitious, 25-year, $2 billion program to reabilitate the present public transportation system nd expand it greatly.

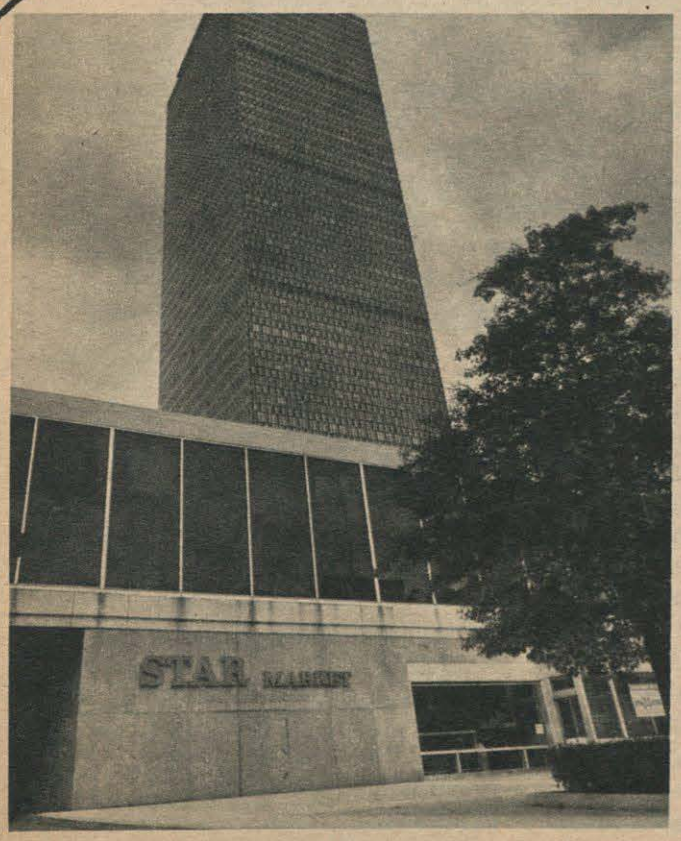
n the North Shore, he proposed upgrading and a 31 million extension of the East Boston subway to ines River in Revere, new connector roads beveen Revere Beach and Cutler Circle, and from everly to Salem to Peabody, and a widening of tte. 1 from Cutler to DeFranzo Circle and upgradng from DeFranzo Circle to Rte. 128.

n the Northwest Corridor, the governor outlined a 200 million extension of the Ashmont-Harvard line o Alewife or Arlington Heights, and new trolley serice from Park street to Somerville.

lis most ambitious expenditures were proposed for ne Southwest Corridor. These included relocation f the Orange Line rapid transit from South Cove to orest Hills, and extensions along the Penn Central acks to Rte. 128 in Canton and from Forest Hills long the Needham Branch railroad right-of-way to tte. 128 in Needham.

le proposed new transit service from Dudley Staon to Grove Hall and Mattapan that would allow or removal of the present elevated structure which lights Washington street, and also construction of





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Boston Globe

Sun Life is making Boston's future $5,000,000 brighter.

$5,000,000 a year. That's how much money we'll be paying the 500 Sun Life employees who will be working at our new permanent U.S. Headquarters in Wellesley when it opens this fall.

Just who is Sun Life anyway?

Our official name is Sun Life Assurance Company of Canada. And we're one of the world's largest life insurance companies, with over $21 billion of life insurance in force worldwide.

But we're no stranger to the U.S. We started doing business here way back in 1895. And we've been selling life insurance to people like you in Massachusetts since 1926.

In fact, currently we have over $5 billion of life insurance in force in the United States alone. We also have 1200 full-time employees and agents in 45 states, the District of Columbia and Puerto Rico.

Why pick Greater Boston for our U.S. Headquarters?

With our business growing so dramatically, it became vitally important for us to open a permanent U.S. Headquarters to coordinate and improve service for both you—our policyholders—and our expanding field force.

But the question was *where?*

Let Charles J. Hayde, Senior Vice President and General Manager of U.S. Operations, explain why Sun Life chose Greater Boston, and in particular, Wellesley. "What we needed was a city that was acutely attuned to today's rapidly changing conditions in the insurance and financial fields.

But what we needed just as much, was a city where the quality of life would be ideal to raise a family, as well as a company. The Greater Boston area was our overwhelming choice."

Your future can be brighter at the Sun

Sun Life is currently in the midst of a massive recruitment program to find the right people to help us operate our new U.S. Headquarters in Wellesley. The new contemporary Sun Life building will be the "anchor" building of the new Wellesley Hills Executive Park complex off Route 128.

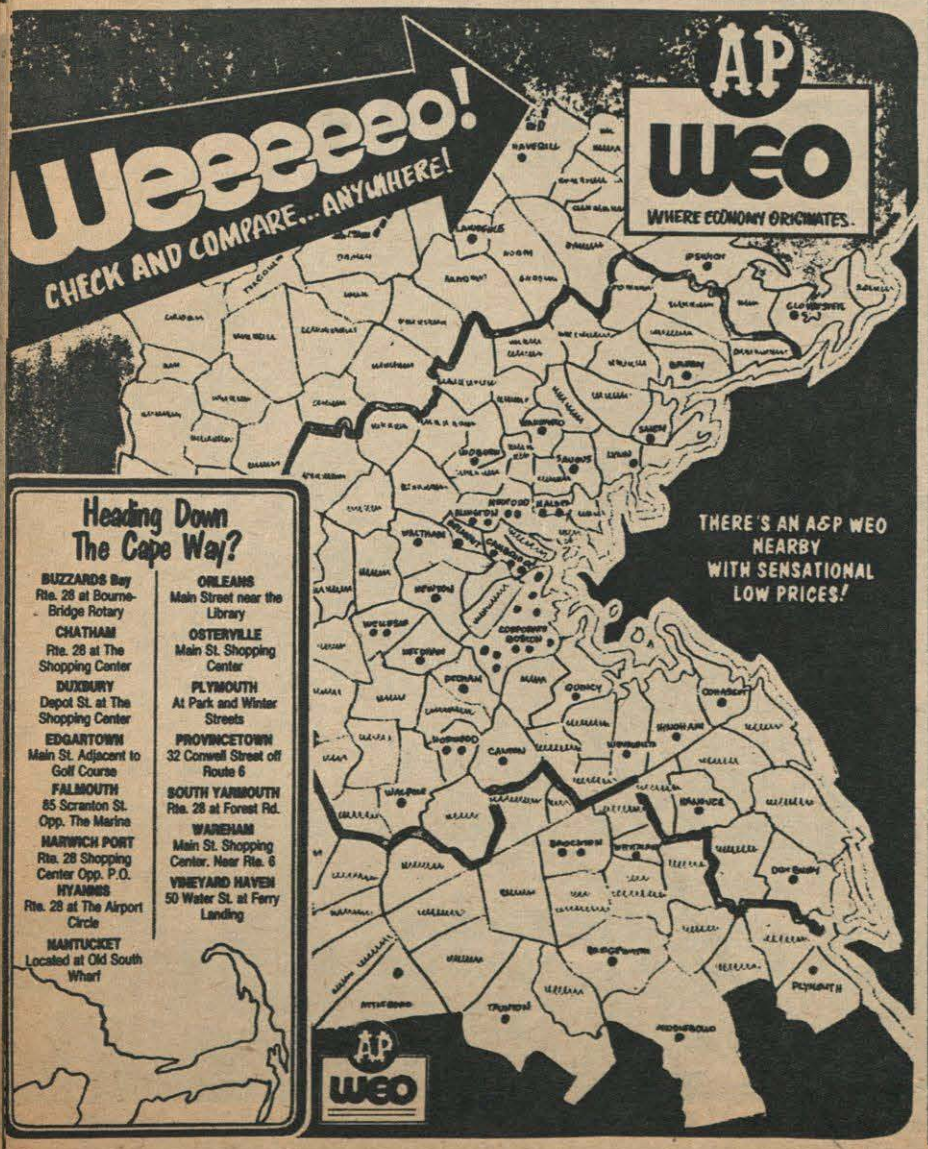
Right now, in addition to key executive personnel, we urgently need clerks, secretaries and typists. If you know of any good people with or without insurance experience, who would like to grow with us, please call our Personnel Department at (617) 273-2150. Or write to us at 3 New England Executive Park (Temporary U.S. Headquarters), Burlington, Massachusetts 01803.

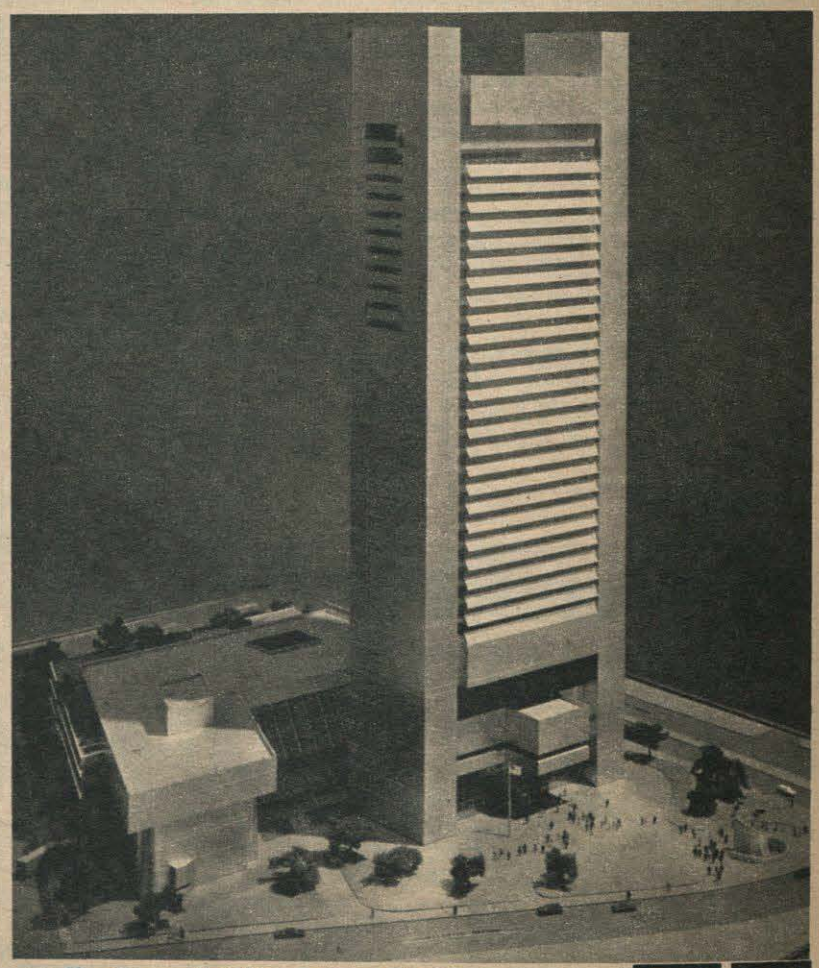
Together, we can help to make "America's City of Tomorrow" a reality *today*.

SunLife OF CANADA

Sun Life's new U.S. Headquarters building in Wellesley is scheduled to open this fall. It will be home for 500 employees with an annual payroll of $5,000,000. An equal opportunity employer M/F

...e door and many would-be occupants at crowded Park Street station





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a $254 million circumferential rapid transit line from Massachusetts avenue along the Inner Belt route through Roxbury and Back Bay to Cambridge.

In the Southeast Corridor, Gov. Sargent proposed the extension of the Red Line from Quincy Square to South Quincy and then to Braintree and South Weymouth.

He also proposed construction of a $200 million special purpose, two-lane tunnel from South Station under the harbor to Logan Airport for taxis, limousines and emergency vehicles.

His legislation also called for a $493 million modernization of the present MBTA, including the purchase of much new equipment.

The governor's proposals depend greatly on the Federal government and the Massachusetts legislature. It is never easy to predict the whims of the latter.

Bickering there continues and it appears that some legislatures hope that highways will be built eventually. Mayor John Collins, president of the Greater Boston Chamber of Commerce, urged the trucking industry to fight to reverse the governor's policies.

In Washington there is an increasing awareness of the need for urban transit money, not only for construction, but also for operating costs. But the major effort this year for legislation that would have allowed states to use the $1.1 billion a year in Federal gasoline taxes for mass transit instead of highways was defeated.

That defeat serves to emphasize that the transportation revolution thus far has been essentially a negative one: the process of vetoing the highways. The next step — what kind of public transportation to invest in — will be no less passionate or difficult an issue.

But Boston often has been a leader in innovation, and there is reason to hope that in the next few years of decision, the city will be able to move boldly again. The opportunities are exciting.

Moving in and around Boston in 1990 could be enormously different from what it is today. Private automobiles undoubtedly will be banned from most of the downtown area, and Boston will be a city of people, not of cars.

People will move to and from shopping malls on bicycles, in mini buses or on moving sidewalks.

Commuters will drive from their homes to large parking lots along the periphery of Rte. 128 and then use public transportation to speed into the city.

Logan Airport probably will be used principally for long-haul flights across the country or to Europe, and rail will be used for inter-city travel. Passengers will ride from downtown Boston to downtown New York in 90 minutes and to Washington in less than four hours.

Gov. Sargent is weighing a decision to widen and depress Boston's Central Artery, a move that would have an astounding effect on the eastern portion of the city. There would be at least six years of disruption, but the depression would provide for improved traffic flow and it would solve the knotty problem of the I-93, Central Artery intersection. It would provide a broader tax base through air rights and restore the esthetic beauty of Boston's waterfront. In addition, it would correct one of the city's most embarrassing transportation anomalies. Currently, there is no rail connection between North and South Stations. Such a connection would enable a rider to travel from the North Shore through Boston to the Back Bay or on to New York. It would make possible rail transportation from the South Shore through Boston to resort areas of Maine, New Hampshire and Vermont.

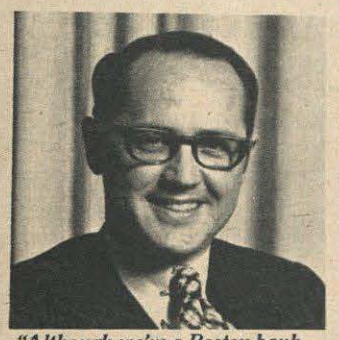
One of Boston's most precious natural advantages, the harbor, is not yet being used for water transportation, and the opportunities there are limited only by a lack of imagination.

The Legislature is seriously beginning to think in terms of a strong metropolitan government for Boston which, among other things, would enable the transportation system to become integrated. Rail, air, highways and rapid transit would complement one another, rather than compete and it would provide for more efficient management and better cost control.

The next few years will be critical in the city's future. It is a great opportunity for Boston because the transportation decisions can help preserve her beauty, character, charm and livability for generations.

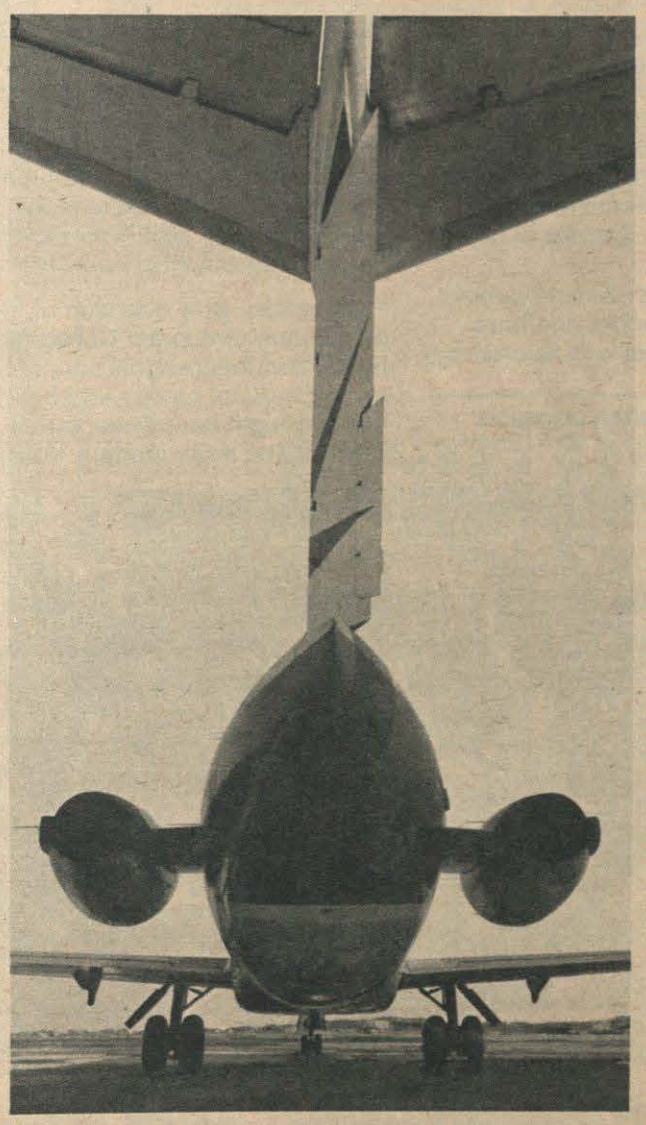
A Boston bank plays a key role in the phenomenal growth of a Washington-based company.

How "The Merchants" helped Allegheny become the nation's 6th largest airline.



"Although we're a Boston bank, the significant thing is the many ways we are able to serve a major national customer like Allegheny based in Washington. Not just cash management. But cash collections. Financing. Even leasing aircraft. It's really the full service concept in action. And it's especially rewarding to have the opportunity to play a part in such a phenomenal growth of a good customer."

Charles Lanigan
Vice President
National Accounts Dept.



It takes a lot to make it in the airlines business. Especially if you're a regional carrier. You need aggressive management. Good service across the board. Profitable routes. All the latest equipment from DC-9's to boarding ramps. A healthy line of credit. And, among other things, a responsive bank.

"The Merchants" has helped Allegheny grow in many ways over the years. First, as the regional settlement bank for the Air Transport Association, we process most of the airline tickets—including Allegheny's—sold by travel agents in the Northeast. And, by setting up a lockbox for air freight payments, we helped this carrier speed up its cash flow.

This has helped Allegheny reduce their borrowing needs. But when they needed to finance new equipment, we responded by advancing them several million. And, later, when they decided *not* to invest heavily in additional aircraft, we came through by leasing them a couple of $5 million DC-9 jets.

This is the kind of effort that's helped Allegheny become the sixth largest airline in the country in terms of passengers carried. Up from fourteenth largest when we started serving them back in 1966.

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For black residents—contradictions

By DECKLE McLEAN

No black person in his right mind would say that any American city is livable. He might explain his presence in a given city by saying he's stuck there, or has roots there, or has no other place to go; that black people's destiny is in the United States, or that he is waiting to collect some dividends on American history. But "livability" isn't really in his vocabulary.

If you meet a mythical black person in Kansas who is free to move anywhere — say, he speaks 40 languages, lost his family, and has a skill that every nation craves — you certainly are not going to tell him to move to Boston. You're going to tell him to get out of the country.

This is a premise which must be your starting point for any consideration of a city's livability for black people. You have to remember that you're dealing with a different conception of the whole, with an understandably prickly attitude toward anything that bears the American stamp.

To be honest, there are many kinds of black people, and many kinds of black people in Boston; and in fact — and this is a usual impediment to understanding race in the United States — to the extent that the term "black" suggests similarly or uniformity, it is misleading. The only overriding similarity among black people is the common experience of white racism. This has not been a trivial experience to be sure; but otherwise, black people are a wide variation on a number of historically obscured themes. And these differences count for much when it comes to evaluating the livability of say, Boston.

People who have not been under America's heel, West Indians, Haitians, black people who have been out of the poverty and lower middle class cycles for several generations — people who have had room to develop in their own directions — may be in a position to give Boston high marks among other US cities. They can do so because they are responding to the same things white people respond to: theaters, museums, colleges, countryside, traditions of dissent, toleration of idiosyncracies, and an indefineable otherness compared to the American "heartland." But many black people like this don't even live within the city limits of Boston, and wouldn't. And for the black persons who are caught in the angry cycles, what is there to distinguish Boston from any other American town?

From the standpoint of livability, for example, where in the City of Boston can a black person live? Well, he can live in the South End, or Roxbury, or the north part of Dorchester, or in Mattapan, or in certain parts of Jamaica Plain. He can go to Back Bay or Beacon Hill if he can afford it. If he tries to move elsewhere in Dorchester, or to South Boston, East Boston, Charlestown or the North End, he will likely meet violent resistance from the people who live there, even if the realtors are friendly. If he tries Hyde Park, West Roxbury, or much of Brighton, he will be met with panic.

This is offered not to suggest that good things cannot happen in the black parts of town, or that black people want to move: good things do happen and many blacks certainly would not move elsewhere in the city. But the communities of Boston exist in a state of open hostility, part of the literal racial cold war that characterizes the reaction of blacks and "working class" whites throughout the country. And how do you call this "livability?"

Furthermore, as a reflection of this cold war, black people nowhere in the United States face a more hostile and inaccessible school board than Boston's. Cradle of Liberty and home of abolitionism this city might have been, but those days are long passed. The more modern history of Boston reads that a relatively high minded Yankee elite once held the various ethnic groups in level subjection, then abandoned the city to let them fight it out. The present condition of public education reflects that struggle.

One political problem black people have faced in the United States is that of having too many people but not enough people; of being populous enough to scare hell out of them but not populous enough to beat hell out of them. A rule of social interaction might be formulated which states: if you seriously frighten a people, you better be able to defeat them.

In the old days of Boston, there were not enough black people here to generate a good scare. These were the days of the "black Bostonian" when a black person could claim an old family, could display a certain air of 19th Century dignity and feign a security and acceptance. In a sense, Boston's livability for the majority of blacks then, was greater than it is now that the migrations have come. For black people, the question of how livable a place was always contained the element of how racist the whites were and of how they expressed that racism. And with this thought in mind, one could make out an argument that Boston proper is less livable now than it once was. Nowadays, however, the question contains the additional factor of how strong the black people are; and in this respect Boston may now be more livable.

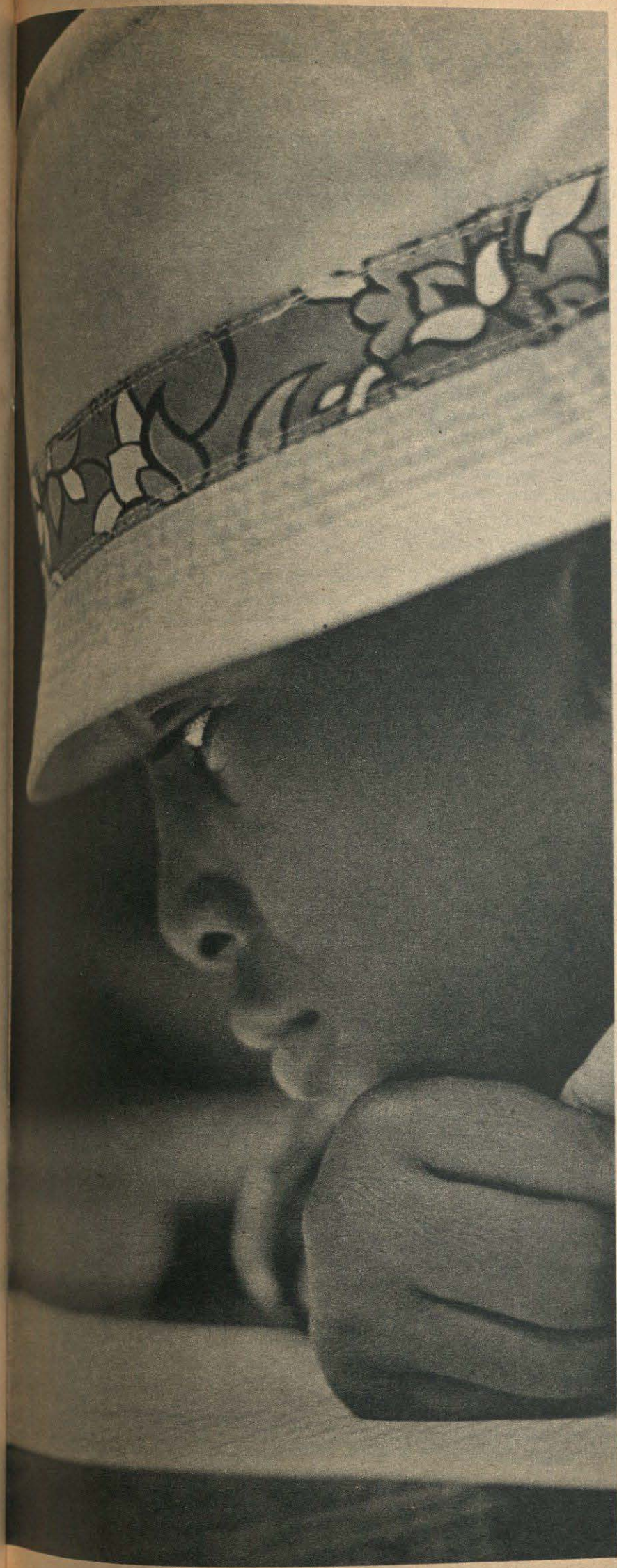
Another peculiarity about Boston's black people — something quite apparent to outsiders coming into town — is that Boston, alone among American cities of consquence, has no class of wealthy blacks. This makes one think that while a certain sense of liberty was granted, the sources of real wealth in Boston were even more tightly withheld from black persons than elsewhere.

The fact is, alas, that Boston is not a bad place for a black person to live, certainly Greater Boston isn't. The black communities here are not servile, no matter how economically depressed they may be; they are not acquiescent no matter how many tactical mistakes are still being made. There is also a growing layer of "escapee" blacks, professional and middle class and post middle class, who while engaged with the broad issues of this society, remain as a part of this engagement, at the service of and committed in some degree to those other black persons who can't see beyond the next encounter with the local racist elements.

Furthermore, around Boston, there is a large segment of white people who have passed beyond the American racism or are at least in the process of doing so: in fact, you might say Boston is a good place for a white person to come for a chance to break any racist habits he thinks he might have. This is not to say the city isn't raising another generation of racists: it is: I hear them on the streets and in the subways; I've eavesdropped them in the Globe building and on the block where I live. But Boston is going in two directions at once — Greater Boston is at any rate — and one of these directions makes it, even now, a fair place for a black person to live.

Deckle McLean writes for the Globe Magazine.

Roxbury Community School (photos left, right).



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Routine medical care — a scarce commodity

By RICHARD A. KNOX

From the standpoint of good medical care, Boston is one of the best places in America to be, as anyone in the city's chauvinistic medical establishment will readily tell you. Up until three or four years ago they used to call it, unblushingly, the Athens of American Medicine.

In the next breath, Boston's medical leaders will tell you that things are getting better all the time as innovations in health care delivery spring up like weeds.

Both of these things as it happens are demonstrably true.

But just ask a representative sample of the 3.4 million people who live in Greater Boston about medical care, basic medical care, and you'll be confronted with an apparent paradox. For the poor and even the not-poor-at-all, medical care in Medical Athens is a frustrating commodity to seek — all the more so because it's supposed to be out there in such prodigious amounts.

To be sure, there are 197 practicing physicians for every 100,000 Greater Bostonians, compared with 123 in the nation as a whole.

This is truly a fantastic difference, an embarrassment of riches. But it's scant comfort if most of those 6650 Greater Boston physicians are either in training or super-specialists who are wonderful when you have "their" disease but unavailable for treating routine ills.

The more relevant statistic, when it comes to routine or "primary" care, is this: There are 68.4 primary care physicians (general practitioners, internists and pediatricians) for every 100,000 people in Greater Boston. By comparison, Baltimore, another of the country's most physician-intensive areas, has about 54 primary-care doctors for every 100,000 people.

Primary physicians in the Boston area amount to a little more than a third of the region's total doctor population, although 80 percent or more of the area's medical needs fall in the category of primary care. (To fill the gap, a huge proportion of those primary medical needs are met by hospital emergency rooms and outpatient departments, where people are treated in hit-or-miss fashion by specialists and specialists-in-training.)

Metropolitan Boston is a place where there are 752 psychiatrists ministering to the needs primarily of upper middle-class adults out of their Back Bay offices, but only 425 pediatricians to care for the area's 1.2 million children and youth.

These figures lead to an inescapable conclusion. Even with this area's impressive health resources, Boston's best will not be good enough when it comes to delivering basic medical care to all the people bounded by Rte. 128. At least not within the next five to eight years.

Within that time frame, the Federal government very likely will open up *financial* access to medical care through national health insurance. But *actual* access to primary care for all will be a long time coming.

Richard Knox is Globe Medical Editor

However, things are getting better. Boston's venerable medical institutions —where a disproportionate number of the nation's medical specialists have trained, where one can find the latest in heart repair, brain surgery or the treatment of certain types of cancer — are gradually accepting a responsibility for seeing that the basic medical needs of the area are met in some organized fashion.

The key words here are "gradually" and "in some organized fashion."

The pace of progress in furthering primary care is hobbled by deep rivalry, at times mistrust, among Boston's medical schools and hospitals. This hampers efforts to carve up the population into identifiable service areas for which institutions would be primarily responsible, individually and in cooperation with other institutions.

Progress also will be slowed by a Federal government intent on slashing funds available for innovations in health care delivery. Right now Massachusetts medical institutions are expecting a 55 to 58 percent cut in the principal Federal source of support for primary health centers.

Most important of all progress is held back by the way medical care is financed. Routine medical care is just not paid for under the kind of health insurance most people have.

It is axiomatic that health resources, including medical manpower and health facilities, follow the available money at least as much as the public's need. Hospitals historically geared to providing expensive in-patient care for the medical crisis or the episode of serious illness find it difficult to shift those gears in order to channel significant resources into continuing, routine care.

To a profound degree, therefore, the primary care system of the future will be shaped by the kind of national health insurance the country eventually gets.

Meanwhile Boston is the scene of groping attempts to provide routine health care "in some organized fashion." It would be a safe prediction right now to say that the fashions of organization will multiply. Various solutions to the problem will be tried, discarded, adapted, found.

What are some of the experiments? Here is a rundown:

First, the neighborhood health centers. The City of Boston, along with Cambridge and Somerville, harbors 30 such centers, ranging from storefronts started on a shoestring to large clinics launched with varying degrees of help from hospitals.

They all have sprung up over the past six years, like weeds through cracks in the medical pavement. To this day they share a common attribute — fiscal shakiness.

Nonetheless leaders of the movement think most centers will survive the present adversity (only to deal with future adversity, no doubt,) though there will be consolidations and some busts after the past few years of boom.

All told, the 30 Boston health centers serve only 100,000 to 125,000 separate individuals, a tiny fraction of the area population. It may be, said one participant in the movement, that such centers are best suited to providing care for compact, identifiable community-within-the city places like the North End, parts of Roxbury and Dorchester, Charlestown.

A much different model is the Harvard Community Health Plan, a prepaid group practice based in Kenmore Square, with plans to open another center in Cambridge with the year.

The Harvard Plan, based on organizations which first appeared on the West Coast years ago, represents the model on which a good many health planners' hopes are pinned: the health maintenance organization, or HMO. It is simply a group of salaried physicians and other health professionals, working under one roof, which takes care of all family medical needs for a fixed annual fee. (In this case, about $275 a year for an individual and $804 for a family.)

Unlike the neighborhood health center, the Harvard Plan relates not to a community (except for its small satellite operation in Mission Hill) but to a conglomeration of employee groups within a 30-mile radius.

The start-up costs were high and there are said to be some bugs. But since its founding in 1969, the Harvard Plan has signed on 32,000 people. (The fiscal break-even point was 30,000.) It plans to raise that total to around 70,000 after its Cambridge operation gets into full swing.

The latest primary care model on the Boston scene—the hospital-based primary care center—must be said to be in an embryonic stage, and no one is quite sure what animal will finally emerge. Basically, however, it's a group practice (like the HMO) based in a hospital, and it might be either prepaid or on a pay-as-you-go basis.

The basic idea is simple. Since people are flocking to hospital emergency and and outpatient departments for routine care, hospitals should adapt to that reality by organizing primary care centers.

This, it should be noted, isn't easy. "The hospital has always looked to the outpatient department as a stepchild, and the patient picks that up very quickly," says Dr. Thomas L. Delbanco, a young internist who runs the only viable such center in town at the Beth Israel Hospital.

Delbanco's operation has totally replaced the hospital's outpatient department (though not, of course, its emergency room), and currently acts as family doctor for 10,000 to 12,000 Fenway and Brookline-area residents.

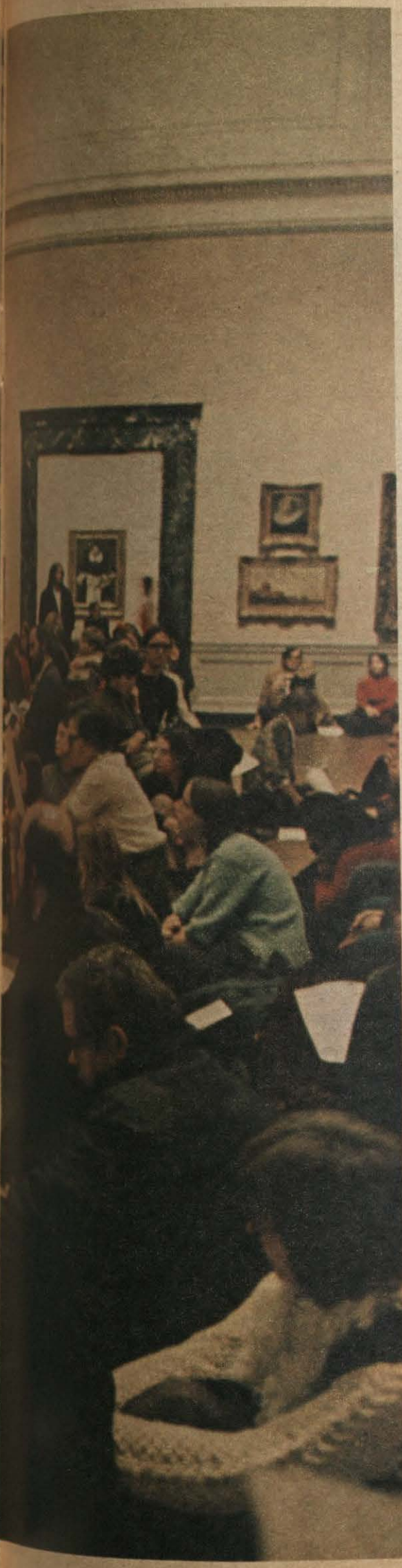
The crucial thing, Delbanco notes, is to segregate the costs of outpatient care from the rest of the hospital This is a straightforward notion that is, for hospitals, nothing short of revolutionary doctrine. Nonetheless, that's the only way such efforts can pass the acid test of financial practicality.

Dr. Mitchell Rabkin, the BI's director, is not the only Boston hospital administrator who sees the institution taking on a new primary care role.

Medicine ▶ 80

Health care delivery (right) in Charlestown clinic.

Boston Globe



The Arts — a supreme asset threatened

By ROBERT TAYLOR

It's the excitement of a steel guitar whining against the apple-green dusk in Summerthing's concert series.

The hush of a medieval chapel rising stone on stone at the Museum of Fine Arts, just as it was when it served as the chapter house for an ancient monkish order.

And a dancer soaring through the air like a blossom during the sumptuous productions of the Boston Ballet.

The cultural resources of Boston comprise one of its supreme assets. The Boston Symphony Orchestra is internationally-renowned, the Museum of Fine Arts is a treasure-trove of great Impressionists, boasts the leading Oriental department in America and countless precious objects. The Theater Company of Boston, which had its inception in a 95-seat theater in the Hotel Bostonian during the early sixties, has been the cradle of actors like Dustin Hoffman and playwrights like Sam Shepherd.

But do we adequately recognize what we possess here?

There are always platitudes about the American Athens, but anyone who has had to deal with Boston's culture on a day-to-day basis knows that it isn't kept alive by the worship of antique pieties. An audience growing all the time is eager for the felicities of art. The growth of this audience relates to the universality of education, but is not entirely determined by it. Nevertheless, colleges and universities play a vital part. Almost any week will find lecturers from Anthony Burgess to Dr. Spock discoursing on the issues of the day, or Dr. Emily Vermeule revealing meaning of discoveries uncovered in a Cypriot mound.

The energies of the academy merge with the energies of life. It is highly significant that Elma Lewis and the Center for Afro-American Art, and the Museum of the Center under Edmund Barry Gaither are focussing black aspirations and black awareness by means of the arts.

It is significant that the brick walls of urban renewal from Dorchester to the North End are bright with murals.

It is significant that young filmmakers are shooting in subway and South End and that the anonymous donor who recently presented six splendid Morris Louis paintings to the MFA did so because Boston is, among other things, the nation's academic powerhouse. This donor knew that in a Morris Louis archive — though Louis had no Boston ties — young people, the future, could encounter a leading American artist.

Go to Copley or Inman Squares and see how spontaneously theater seems to flourish in the environs. Change is in the air because Boston's culture, once the responsibility of a public-spirited elite — and which still merits that elite support — finds other segments of society demanding a piece of the action, notably blacks, women, young people. The big question, of course, is when will Boston business realize how much the arts do for Boston?

The Boston Center for the Arts in the old Cyclorama Building in the South End, still holds the potential of becoming another and greater Lincoln Center. The complex of stages, studios, galleries and other spaces was recently augmented by acquisition of the National Theater. With the acquisition, the final parcel of the Center for the Arts, it now becomes possible to mount opera and ballet in a suitable setting — something absent from Boston since the demolition of the old Opera House. In addition, the Cyclorama building itself as well as adjacent apartments which are being used as studios and rehearsal rooms, offer enormous possibility.

Boston is still very much a Tryout Town. But the economic system that brings professional plays and musicals here solely in order to please future New York audiences has suffered tremendous pressures. It is now so costly to produce a Broadway show that fewer turn up each season.

Instead of tryouts we have university theater (the repertory is usually of higher quality but the professional standards leave much to be desired) and several grass-roots organizations of variable quality.

At their best these can be creative and stimulating, and under this heading would fall such groups as the Elm Seed Puppet Theater, which performs at the Old Cambridge Baptist Church, the Hub Theater Center, with its venturesome repertory, the Publick Theater, The Pocket Mime Circus, Caravan Theater, the Boston Repertory Theater, and the evergreen revue called The Proposition.

Then too, there are the ubiquitous dinner-theaters, so far more of a social than a cultural phenomenon. What they seem to signify is a new approach to commercial packaging, the decentralization of theater.

The musical scene in Boston is lively. Pop concerts are frequent, numerous coffee houses feature everything from live Chopin playing to old-time mountain bluegrass.

The world of classical music has its center of gravity in The Boston Symphony Orchestra. To make that statement is to admit a number of general problems. The symphony orchestra appears to be an exhausted institution, the repertory does not renew itself; and the very physical limitations of Symphony Hall make it impossible to meet new conditions other than by raising the ticket price. Ways of coping have been aesthetic (the Spectrum series of concerts) and technological (radio, TV) but the dilemmas of classical music here are related to the dilemmas of classical music in general.

Boston meanwhile enjoys a rich concert life not only in Symphony Hall, but at the Gardner Museum, the New England Conservatory, the schools. There are many choruses; the Handel and Hayden, the Chorus Pro Musica, Harvard-Radcliffe, to cite a

Arts ▶ 72

Gallery talk (left) at the Museum of Fine Arts

Robert Taylor is Editor of the Arts of the Globe.

◀ **Arts** *Ballet lessons at Elma Lewis School of Fine Arts, Roxbury*

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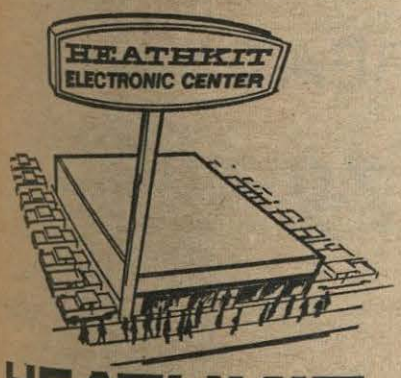

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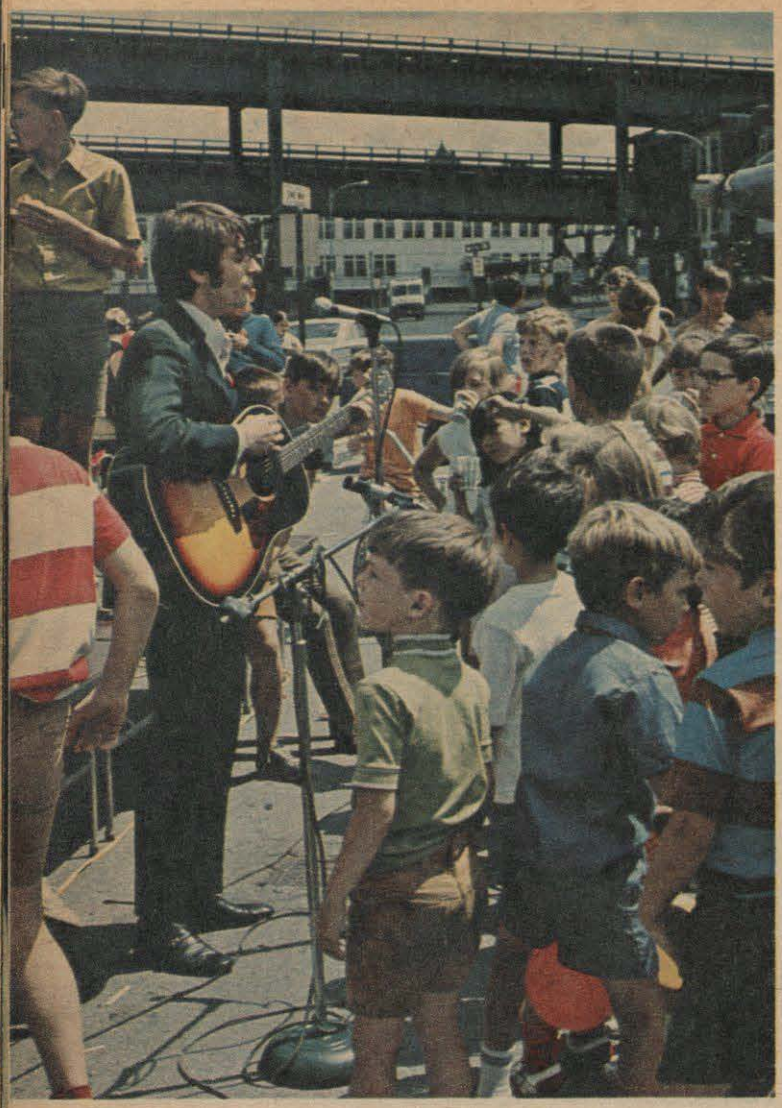

73 ◀ **Arts** *Summerthing, 1972*

Metropolitan Opera Company's performance of Aida at Hynes Auditorium **Arts** ▶ 80

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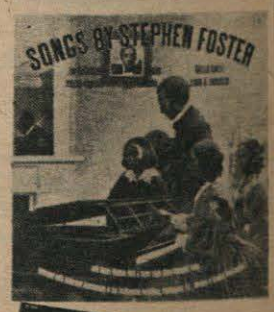

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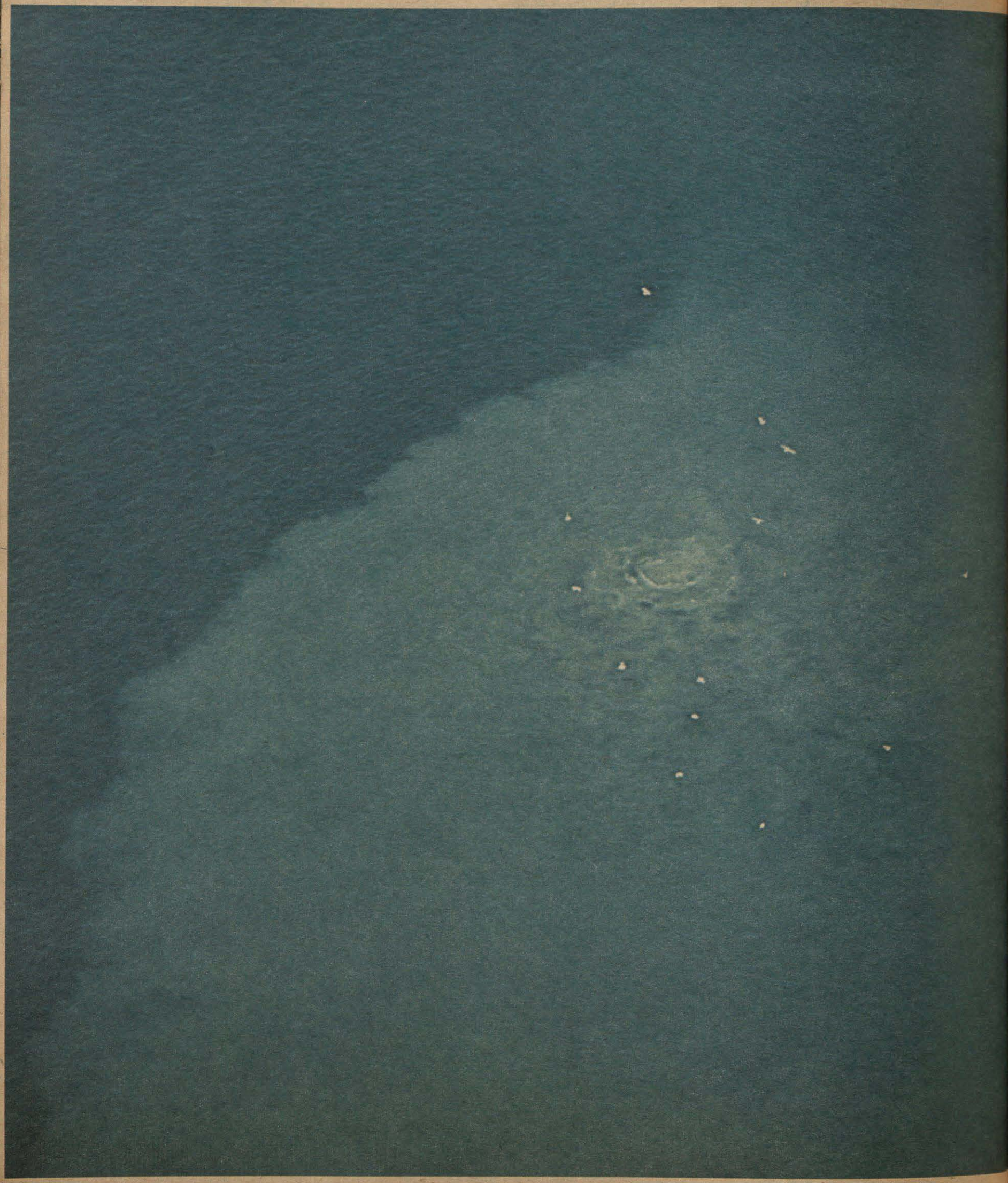

Boston Globe

Pollution control—progress comes slowly

By R. S. KINDLEBERGER

Boston made national news when its mayor and the state's governor put political antagonism aside long enough to join forces and halt the spread of major highways in the city.

That decision — to stand against the automobile with its noise and fumes — may be as significant in the battle to keep Boston livable as any single act since Frederick Law Olmsted designed the city's green park belt a century ago.

Boston, as visitors often point out, is one of the few major cities in the country where it is pleasant and convenient to walk instead of drive.

De-emphasizing the automobile and at the same time improving and expanding mass transit is expected to help preserve the city's appeal for pedestrians.

Any transportation plan must substantially reduce the carbon monoxide and photochemical hydrocarbons spewed out by automobiles in the downtown area. Without this, Boston will be unable to meet the stringent Federal standards established by the Clean Air Act of 1970 to protect public health, due to take effect in 1975 (although a delay to 1977 is possible).

A freeze on new parking construction in downtown Boston, a parking tax and lanes reserved for buses and cars with at least two or three passengers to reduce motor vehicle traffic are among the proposals. Another possibility is a requirement for semi-annual state-run inspections of motor vehicle exhaust controls.

The city's air is already cleaner than it was a few years ago, thanks mainly to the limit on sulfur content in heating oil and to better control of stationary sources.

Boston's location gives it a great natural advantage over other, less livable US cities. The ocean and its winds act as a great air conditioner helping cleanse the atmosphere by sweeping pollutants out to sea.

Boston may not be free of pollution, but it has made both progress and ambitious plans for improvement.

The state's plan to restore the 30 islands in Boston Harbor for various conservation and recreation purposes will vastly expand the parkland open to residents of Boston and surrounding communities.

This $27-million proposal promises to grace Boston with some of the finest parkland in the nation. Some islands will be returned to their natural state, while others—made accessible by low-fare ferry service—will be developed for boating and bathing.

In another effort to preserve open space for the city, conservationists in Boston and neighboring Brookline are promoting what they call the Charles-to-Charles Corridor. Their aim is to provide a continuous green belt on the western edge of the city linking different stretches of the Charles River.

The Charles itself, which divides Cambridge from Boston, is another major recreational asset of the city. On any warm, sunny day, its banks are dotted with sunbathers while boatsmen festoon its waters.

But pretty as it looks, the Charles is polluted. Millions have been spent to cleanse the river, but jurisdictional bickering and technical problems hamper progress.

Major obstacles remain to making the lower stretches of the Charles River clean enough for swimming. But the Metropolitan District Commission, which has jurisdiction over roughly half the river's length, hopes to do just that, at least in places.

The commission is building conduits to intercept sewage overflows during storms, and it plans a novel in-stream chemical treatment process.

Harbor pollution is another problem, particularly in the crowded inner harbor. In the outer harbor, where the islands and beaches are located, water quality has improved substantially since a large new sewage treatment plant opened in 1968.

Coliform counts (indicating the presence of sewage) have been low enough in recent years for public harbor beaches to stay open for swimming most of the summer.

Further improvement can be expected from the Federally-required upgrading of the two major sewage treatment plants which pump treated waste into the harbor. The gradual repair of tidal gates in the harbor area and other sewage system improvements should also help.

There is no target date for the harbor's cleanup, in part because the best way of coping with its pollution is still under study. But improvements to the sewage treatment plants and the construction of overflow interceptors will make a decided difference by 1980.

There are hopes that parts of the Charles River in Boston will be clean enough for swimming by 1976. Cleaning up the whole river is expected to take much longer.

There seems to be little dispute that Boston's air and water will get better. Just how much the city's environment can be improved is open to question. A completely pollution-free Boston is probably an unattainable goal but reasonable compromises between environmentalists and industry appear ready to be worked out to make Boston's air and water as clean as possible without sacrificing the city's economic well-being.

Pollution Control ▶ 7

Richard Kindleberger writes about the environment for the Globe

Sewage outfall off Deer Island treatment plant (left) helps maintain pollution levels in the harbor. Sailors in the MDC Pleasure Bay facility (right) ignore the industrial presence.

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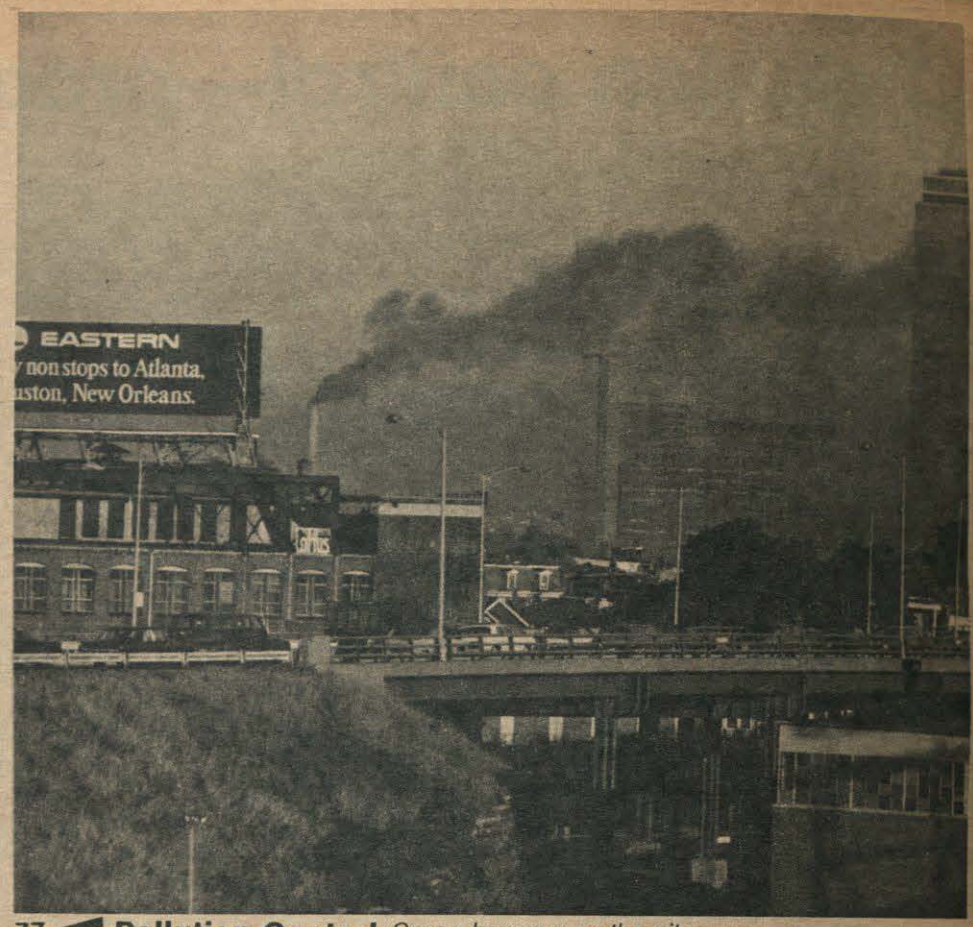
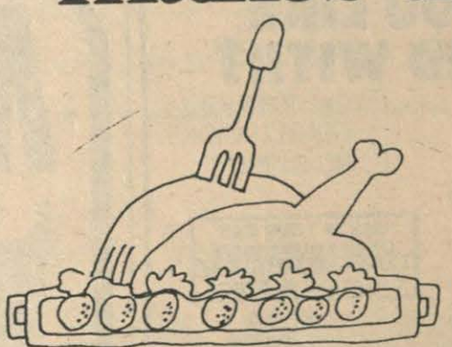


77 ◀ **Pollution Control** *Smog hangs over the city*

Storm drain sometimes becomes a sewage overflow at Tenean Beach. ■

Boston Globe

Costa makes the meal.



Right for birds,
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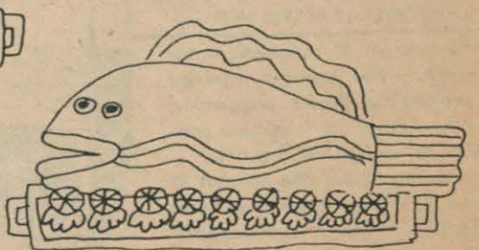

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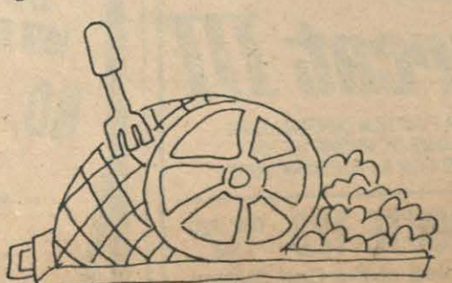

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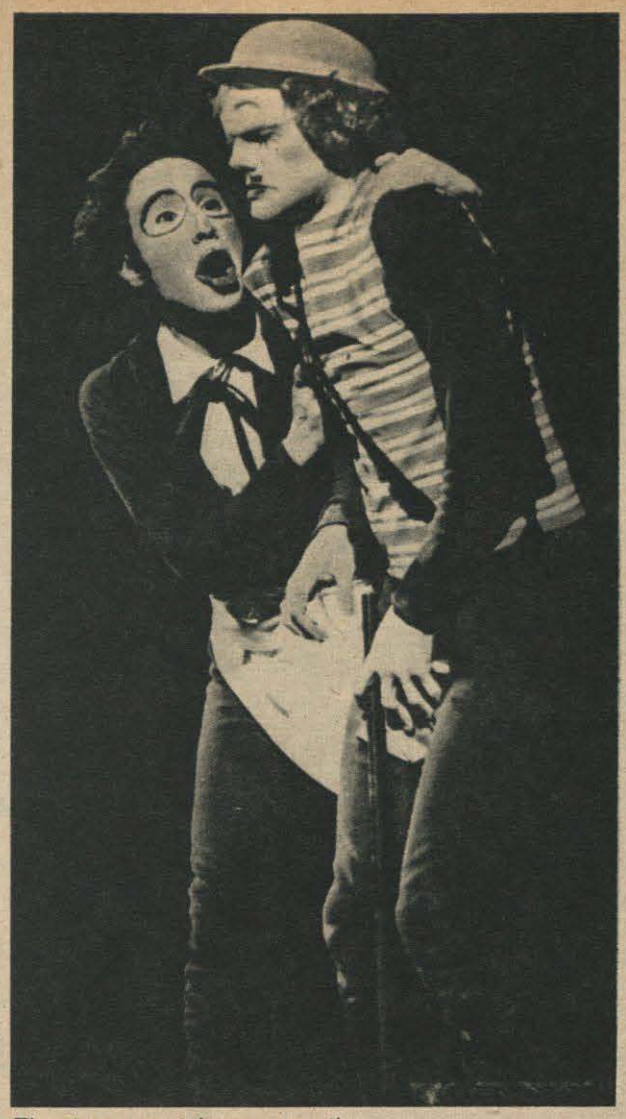
handful. And until late 20th century music assumes the shape of the conditions of the 21st century, the metropolitan region will have access, as few cities have, to the towering achievements of the past.

The possibility of making a career in Boston, however, is limited for the visual artist. We support a meager four or five serious contemporary galleries. Instead of going to New York — the traditional response of local talent — Boston artists are beginning to seek and develop alternative outlets to the gallery system. The Boston Visual Artists Union, which now has close to 300 members, offers the possibility of exploring new directions; the Direct Vision Group, which includes such artists as Jason and Marilyn Berger, is founded on the principle of a direct response to nature, an aesthetic counter to the current fads of the New York art world. Furthermore, the past few years have witnessed awareness of black art, symbolized in the National Center for Afro-American Artists and its museum under the direction of E. Barry Gaither, who is also special consultant to the Museum of Fine Arts.

With a new director at the MFA we may assume that visual art will become more democratic. Indeed in all the arts, greater openness may be expected, the trend toward decentralization may continue. Such programs as Summerthing have added substantially to the quality of life here; and the Office of Cultural Affairs is an important fixture of municipal government.

The arts, nevertheless, need much stronger support from new financial sources. They must not be marginal. Private industry will have to recognize them, and how much they contribute to the health of Boston. They are kept alive by dedication but could easily perish through indifference and neglect. ■



Theater groups become active

The beleaguered Boston City Hospital has worked up a plan to create a large, comprehensive group practice within its massive new outpatient department, now under construction.

Perhaps ironically, the new director of the Massachusetts General Hospital, the area's premier institution for super-specialized care, is also brooding about ways to launch a group practice, possibly prepaid, near the sprawling hospital.

Dr. Charles A. Sanders talked about his philosophy in a recent conversation. The MGH should remain a place of last resort for the seriously ill. But its very special resources are often misapplied because of the scarcity of generalists to treat routine matters and screen out the complicated things that need the MGH's attention.

Said the lanky Texan: "One of our immediate goals should be to promote the development of a cadre of primary physicians dedicated to providing comprehensive health care to the community we serve."

Even if Sanders reaches his ambitious goals, his institution's efforts will be only a drop in the huge bucket of unmet primary health needs. The nice thing about Boston medicine, with all its institutional warts, is that here are gathered many problem-solvers and much institutional power.

If the problem is solvable, it might happen here first. ■

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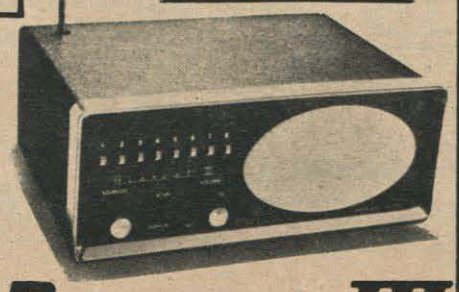

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Boston Globe

City government stutters but works

By FRED PILLSBURY

To the outlander, perhaps, all Boston politicians, black or white, Catholic or Protestant, liberal or conservative, or of Irish, Italian or Yankee descent, are all the same.

But the fact is that Boston, for a small big city, has supplied, on the whole, a broad variety of politician. Practically all are Democrats, but they run the gamut from liberal to conservative, even radical to reactionary. Thus at one time in the City Council we have a young, Harvard-educated liberal, Lawrence DiCara, and an aging law-and-order type. Albert L. O'Neil, both professing loyalty to the same party.

Confounding (or confusing) this observation is the fact that Republicans, when they run state-wide, often do well in Boston. Former GOP senators Leverett Saltonstall and Henry Cabot Lodge were popular and Gov. Francis Sargent trounced Mayor White in the city when they were rival candidates for governor in 1970. It is a kind of crazy quilt but it does supply endless material for the political writers, political scientists and pollsters.

Mayor Kevin H. White (left) took to the State House steps last year to talk about legislative reform of taxes. Politics in the city (below) seems to follow personality, not political, lines. Dorgan's gathering in 1970 pulled together (seated from left) House Speaker David Bartley, Maurice Donohue, then president of the Senate; former US Senator Leverett Saltonstall, Gov. Francis W. Sargent, Robert Q. Crane, then state Treasurer. Standing near microphone are Rep. Michael Flaherty, Senator John J. Moakley and Rep. William Bulger.

What it comes down to, perhaps, is that in Boston there are personalities instead of parties and controversies instead of issues, and though it is often amusing it is unfortunate, too. Elections in Boston almost invariably become muddied by one irrelevant squabble or another and the citizens vote for or against a face or a race or a group or a slogan.

It seems amazing sometimes that the city government functions at all, but function it does and this livable city is probably as governable as any, although there are few who would claim that its governability could not be improved upon.

For instance, there is the City Council. It consists of nine members elected at large and more often than not is highly unrepresentative. Five members of the present Council have Irish names, four have Italian names. No blacks, no Jews, no Yankees, no Spanish-speaking people. But legislation has been proposed that would put it back at least partly on a district basis, which would ensure better minority representation, and perhaps it will be passed some day.

The five-man school committee, on which Mrs. Louise Day Hicks made her reputation, has long been a political quagmire instead of being a group of citizens constructively interested in education. There have been various proposals to abolish it, make it an appointive body or give it some district representation. Perhaps one of them will become a reality some day.

The mayor's office, despite the geographically small size of the city, the big, new city hall and the little city halls still seems to be more remote from the neighborhoods than it should be. Recently, the people of Allston told Mayor White that they didn't want an 11-day summer festival which his Office of Cultural Affairs had been planning for some months. It might have come off had Cultural Affairs worked more closely with the people or if Mayor White had visited Allston sooner.

But under White, the little city halls and Summerthing were organized and they have been successful, and a major school building program has gone ahead. The tax rate has soared to $196.70 but perhaps there isn't much the mayor can do about it, given the facts that the city relies heavily on the real estate tax for revenue and 42 percent of the city's area is non-taxable.

Under Mayors Collins and White Boston has succeeded in garnering a fat share of Federal funds for physical and social renewal, but the flow threatens to become a trickle under the present Administration in Washington.

Still, the city lives on and still there is reform in the air (as always in Boston), though it may hang there like a stagnant cloud. With the State House just a short walk up the hill from City Hall there is a virtual guarantee that politics in Boston will be personal, involved and omnipresent, but if you can resist the flight to the suburbs and throw yourself into the fray, life can be interesting.

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Fred Pillsbury is a Globe editorial writer who covered City Hall for several years.

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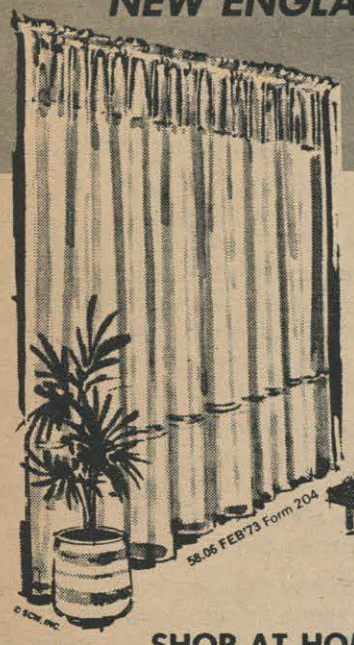

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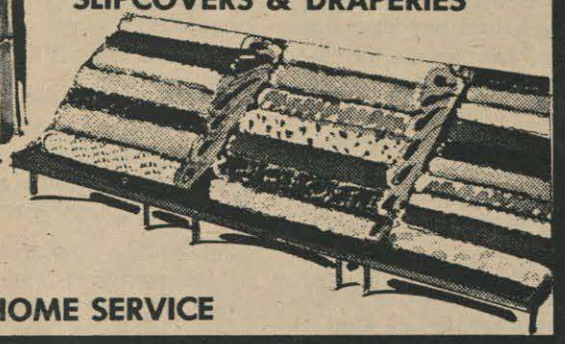

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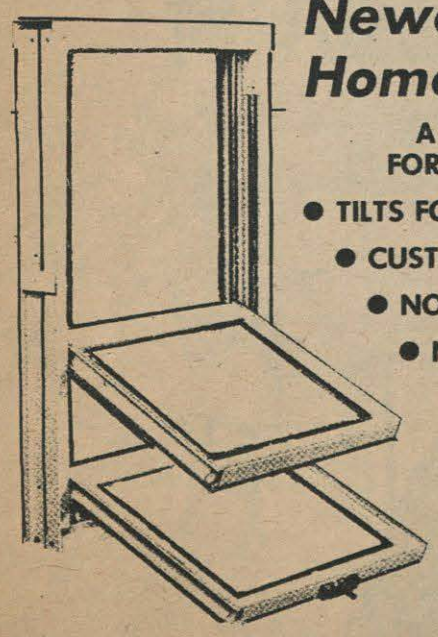

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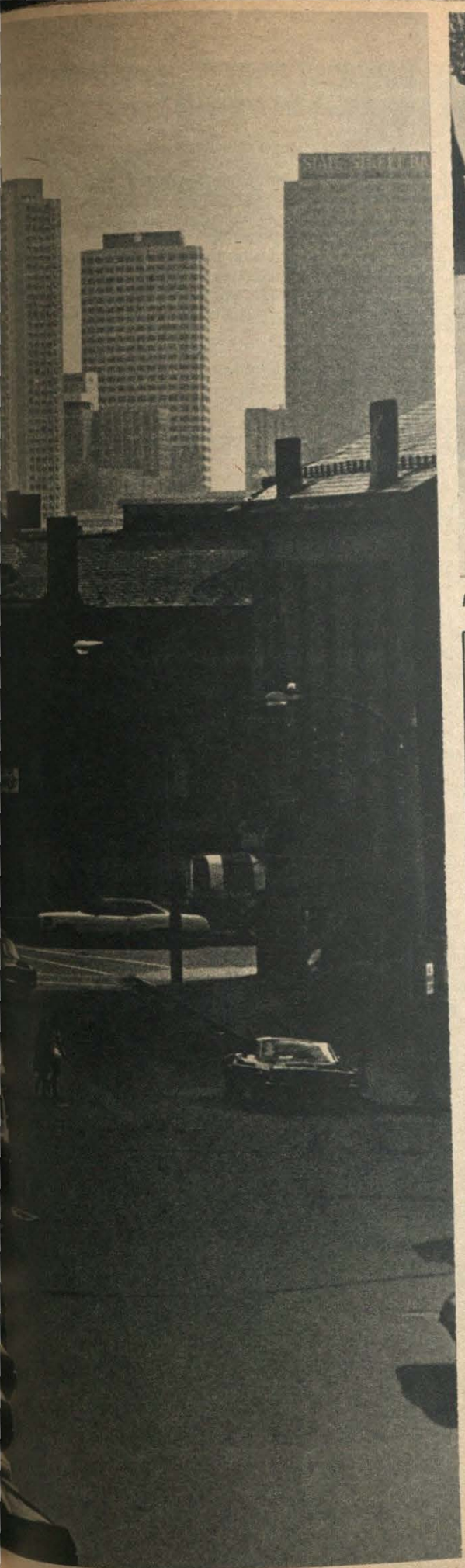

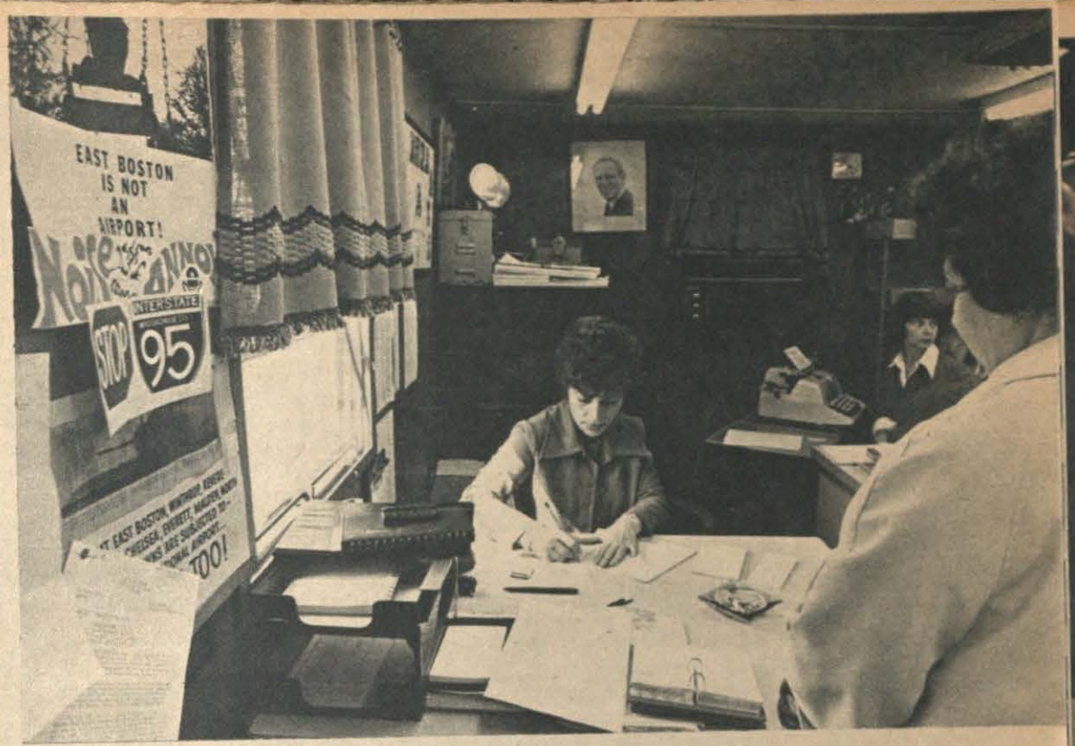

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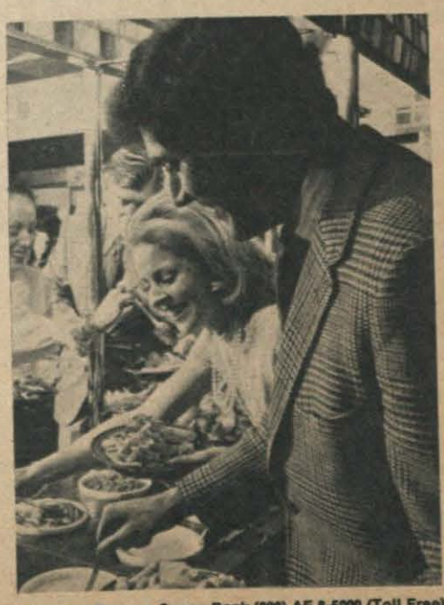

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Even the politicians are independent

By BARNEY FRANK

The less you know about anything the easier it is to describe it. Viewed from the outside, Massachusetts looks uncomplicatedly liberal: not only did it stand in splendid near-isolation for McGovern, from afar our prominent political leaders appear so alike in their bipartisan liberalism as to form the political equivalent to the unisex movement.

Even within the state this view has some currency. One legislator warned last January in a debate on the loyalty oath that we were headed down a path that would culminate in the nomination of Jane Fonda as the next Democratic candidate for Governor.

Of course Fonda-fixation has become an occupational disease for many politicians, and its symptom is rhetorical excess. The House voted decisively to retain the loyalty oath, and as titillating as it might be to contemplate Tom Hayden presiding over State House musicales as the Governor's consort, the triumph of the counter-culture on Beacon Hill does not seem at hand.

In fact, like every urban state, we are a mix of liberalism and conservatism, innovation and tradition. The substance of the issues over which we contend is very much like that of other American political jurisdictions: race, environment, transportation, welfare. What is unique about us is not the substance of our politics but the style.

Capsule descriptions always do violence to complex realities, but there are several outstanding peculiarities of Massachusetts politics which are worthy of special attention.

The first of these is negative: political parties play a relatively unimportant role in the state. The decline in the importance of parties appears to be nationwide, but it is at its most pronounced here. To the electorate, partisan considerations are less than minimal. There is a Democratic predisposition among the state's voters in low-visibility elections. But once a particular contest draws any real attention, party registration figures become irrelevant, and personalities dictate outcomes.

As a corollary to this, the "coat-tail" phenomenon has no impact in Massachusetts at all: large majorities for prominent Democratic or Republican candidates have no perceptible influence on their putative ticketmates lower down the line.

Nor do party factors play a significantly greater role among political leaders. We are the only state that does not even have county political organizations — the backbone of party structure everywhere else. Our office holders still declare themselves to be Democrats or Republicans — and having made these declarations, generally proceed to act largely as they please.

Party considerations have had an impact in shaping one aspect of our political life. But even here they are merely a cause which has long since been swallowed up by its effect. It is probably because we have long had Republican governors and Democratic legislatures that the overwhelming political fact in Massachusetts today is the conflict between these two branches. It is the struggles between the Governor and the Legislature, not those between Democrats and Republicans, which dominate our public life.

And this has unhealthy consequences. The evolution of intelligent public policy is retarded by this split, for it means that governors depend for their political success at least as much on defeat as on victory. In most states chief executives are judged in large part by their ability to get programs adopted but in Massachusetts governors have prospered by appearing noble in defeat. It may be unfair to suggest that governors have stopped trying to win in these skirmishes; but it is undeniable that they have become inured to defeat.

Moreover, the quality of public debate has suffered from this situation. For a variety of reasons, the Executive branch has emerged as the hero in this war, and the Legislature as the villain — in the eyes of the public. If popular legislation is enacted, the Governor gets the credit; if it is blocked, the Legislature gets the blame.

Proposals are evaluated not so much by their merits as according to their sponsorship. Massachusetts politics has come to resemble a bullfight, with the Governor as the dazzling matador, and the Legislature as the tormented and frustrated bull. And it is in this context that the House-cut debate is best understood. When the electorate votes — as they certainly will — to reduce the size of the House, they will not be passing judgment on the working of the House. They will be voting to award Francis W. Sargent with the political equivalent of the Legislature's two ears and tail.

One aspect of the interbranch battle has taken on dimensions large enough to be treated on its own merits. This is the intense dispute over what kind of people should run our government. More and more in recent years governors, mayors and other executives have given top policy appointments to a new class of professional problem-solvers. Some of these people are specialists in particular professions; others have won reputations as skillful generalists, adept in new techniques of budgeting and management. Almost all of them are highly educated in the formal sense, and they also share a commitment to mobility. They are as likely to be employed in New York as in Boston, or Illinois or California.

The ascendancy of this group is intensely — and understandably — resented by the bulk of public employees.

More than on any other issue, there is a sharp division here between Executive and Legislative. The grievances of the existing work force are eagerly championed by the legislators who represent them. Culturally, ethnically and in other critical ways, the legislators — whether in the General Court, or the Boston City Council — identify far more with the existing employees than with the new supervisors. And the conflicts over policy are generally figured out not so much in terms of the policies themselves, but over whether or not the new people are administering them in the intended spirit.

Prediction is a hazardous business for political analysts. Unlike weathermen, we are often able to avoid it. But there is little in what is now happening in Massachusetts to suggest that either of the two conflicts discussed here is abating. The prospect is for continued charges and countercharges between the executive and legislative branches, and for an intensification of the split between our chief public administrators and the work forces over which they uneasily preside.

Neither of these conditions is conducive to good public policy. But as one of the few unbreakable rules of politics dictates, just because something shouldn't happen doesn't mean that it won't.

Barney Frank is a state representative and former assistant to Mayor Kevin White of Boston.

The State House (far right), provides a background for Beacon Hill chimney pots. Gov. Francis Sargent (right) addresses a session of the Legislature. The two branches spend much of their time feuding, according to the author.

Boston Globe

The Mayor's pledge: a more livable city

By KEVIN WHITE

Boston's first and overriding objective is to become a more livable city, a city in which there is a decent and improved quality of life for all its residents.

Thus the continuing goal of a growing economy for business must be balanced by efforts to create a healthy environment for our children; while we develop more efficient modes of transportation, we must seek to achieve a human scale of movement and access; and our efforts to build new public facilities must result in enriching community activities.

But pledges are not enough.

We must adopt specific goals and strategies to achieve them.

Boston's economy is uniquely adapted for tomorrow's world.

— It now produces $10 billion in goods and services every year, and supports more than half a million jobs. By 1980, our economy will expand by a third, and we will add 100,000 jobs to the marketplace.

— Construction investment in Boston increased 40 percent in the last five years and will increase another 40 percent by the end of the decade. We are sustaining more annual construction today ($1.25 billion), and have more construction potential by 1980 ($6 billion), than at any time in our history.

— We will expand our retail and shopping areas by four million square feet; and we will construct an additional 4000 hotel rooms . . . all by 1980.

Progress also has been made in Boston's neighborhoods.

— This year alone, there are more than three times as many new housing units under construction in Boston than in any year since World War II. In the next seven years an additional 28,000 new housing units will be built.

— The city government in the last five years has built more schools, neighborhood libraries, police and fire stations, opened more swimming pools and lit more playgrounds than at any time in our history. We built more public facilities in the last five years than had been built in the previous twenty.

An indicator of success is the fact that, for the first time in 30 years, the population decline in Boston has leveled off.

Now, how to fulfill our pledge to the future?

The city must achieve fiscal equity so that we can gain the resources with which to control our destiny. That means a restructuring of taxes to relieve the home-owner and rent-payer of the enormous burden of the property tax.

City Hall plaza (left), often in use for noontime entertainment, is also a place for meetings and for luncheon.

We must also seek a fairer return on our Federal tax dollar. Boston's residences and businesses send more than $2 billion in taxes to the Federal government annually. Last year, our direct return was $200 million, about 10c on the dollar. We must not allow Federal plans for distribution to leave the city with increased social responsibilities and decreased financial resources.

And, we must seek to restore and enhance the physical scale of Boston and preserve the unique flavor of its historic areas and ethnic neighborhoods. Alone of all America's great cities, Boston has preserved a pedestrian access which makes our city truly "walkable." We cannot allow either the encroachment of the automobile or the high rise to destroy this.

Downtown, we will ban automobile traffic from the Faneuil Hall-Quincy Market area, so that the historic character and charm of the old market can be enjoyed without disruption. By 1980, we will complete a "walkway to the sea," from the State House to the waterfront, which will provide an uninterrupted pedestrian walkway through Government Center, and the first public park on the downtown harborfront.

We must proceed with plans to develop decentralized satellite parking facilities along Rte. 128 and express bus service for airport passengers. We must also prepare for the onslaught of millions of tourists to Boston during the Bicentennial by developing new modes of regional transportation, and more efficient MBTA service. Experiments such as the city's pedestrian "moving sidewalk" in the South Station area will begin to supply us with innovative solutions to our transportation bottleneck.

We must work towards a cleaner and quieter environment by commuting less by auto, and shopping more by mass transit. The city, for its part, will increase traffic fines and penalize habitual commuters, while reducing our downtown and off-street parking facilities.

The enormous concentration of educational and medical institutions in Boston must finally become an asset to be harnessed rather than a liability to be constantly challenged. The opportunity exists for wide-scale institutional cooperation in developing innovative solutions to problems ranging from public education to health care delivery.

The suburbs which surround Boston, and which rely so heavily on our concentration of resources and activities, must start working with the city in formulating metropolitan solutions to the pressing social agenda for equal opportunity and racial integration.

As we approach the Bicentennial, then, we must not only join in celebration of the past, but commit ourselves to this kind of a people-oriented strategy for the future.

Kevin White is Mayor of Boston

Boston Globe

Schools — hopeful signs of improvement

By MURIEL L. COHEN

Boston is a city of schools.

Concentrated in the city and just outside of it are some of the most prestigious preparatory schools, colleges and universities in the country. Spun off from these historic institutions, which have set the highest standards for American education, are some of the finest public school systems in the nation.

Is it any wonder that the city is a magnet for the nation's young, especially students, more so than San Francisco, Boston's twin as one of America's most livable urban centers.

The city is trying to hold these young people by making life attractive enough so they will stay and raise their children in Boston.

But this is where the crunch comes. Will Boston's public schools be good enough to keep these young families? Or will they follow the pattern of the 1960s and look for homes in the suburbs?

While the answer is uncertain, there are indications that Boston may have reversed a national trend that sees the young fleeing urban centers.

First, Boston has opened more new schools in the past three years than any major city in the country.

In an explosion of building, the city has spent nearly $100 million for 10 new elementary schools and a 10-story high school, the first new school construction after a 30-year drought.

Though plagued by state and Federal court battles over racial discrimination and forced into an austerity no-spending, no-hiring regime, Boston stocked these new schools with the most modern equipment and learning materials, using Federal money.

Several of the new schools were designed by Harvard educators, acting in consort with community groups, while Boston University was initially involved in blueprinting the curriculum for some of the schools. While the university-community efforts were difficult and not always productive, they signified Boston's capitulation to changing times and opened up the schools to volunteer aides on a large scale.

At the same time the new school buildings symbolize the escalating struggle between Mayor Kevin H. White and the School Committee for control of the 97,000-student system. The schools were built by the mayor's Public Facilities Dept. and the mayor's Park and Recreation Commission is running popular community school programs in the new buildings.

Because city hall specified the architecture — open classrooms and resource centers as opposed to the traditional self-contained classroom— the school department was forced into new teaching techniques with the emphasis on the individual child. More recently the mayor gave a major push to the second of Boston's educational innovations — sending high school students into the community for credit courses and reaching out to the suburbs for new kinds of student academic and social interchange.

School Committee Chairman Paul Tierney was the prime mover in creating Boston's flexible campus program was two years ago. Now, 13 out of the 14 high schools have mini courses in school and other out-of-school courses, on the broadest scale of any city in the country.

These off-campus programs are the prime link with similar off-campus classes run by suburban high schools in a widely supported move toward city-suburb school exchange throughout the metropolitan area. School committeeman John J. Kerrigan, an attorney and doctoral candidate in education at UMass Amherst, has been pressing for expanding ties between Boston schools and those of the suburbs.

The next new school in Boston will be a career training center with a curriculum diverse enough so that it is expected to attract suburban job-bound students as well as those from the city.

Public higher education in Massachusetts — and in Boston especially — has reached a new high water mark with the opening later this year of the new University of Massachusetts campus at the seafront site on Columbia Point in Dorchester.

The $35 million complex is the first permanent home for the Boston campus which has been in temporary buildings in the Park Square area for more than five years.

Although dominated by private colleges and universities, the Greater Boston area can now offer public higher education through the postgraduate level. Tuition rates for the two-year and four-year public colleges and University will hold at $300 for next year.

These public institutions are among the 56 degree-granting colleges and universities within 20 miles of the State House.

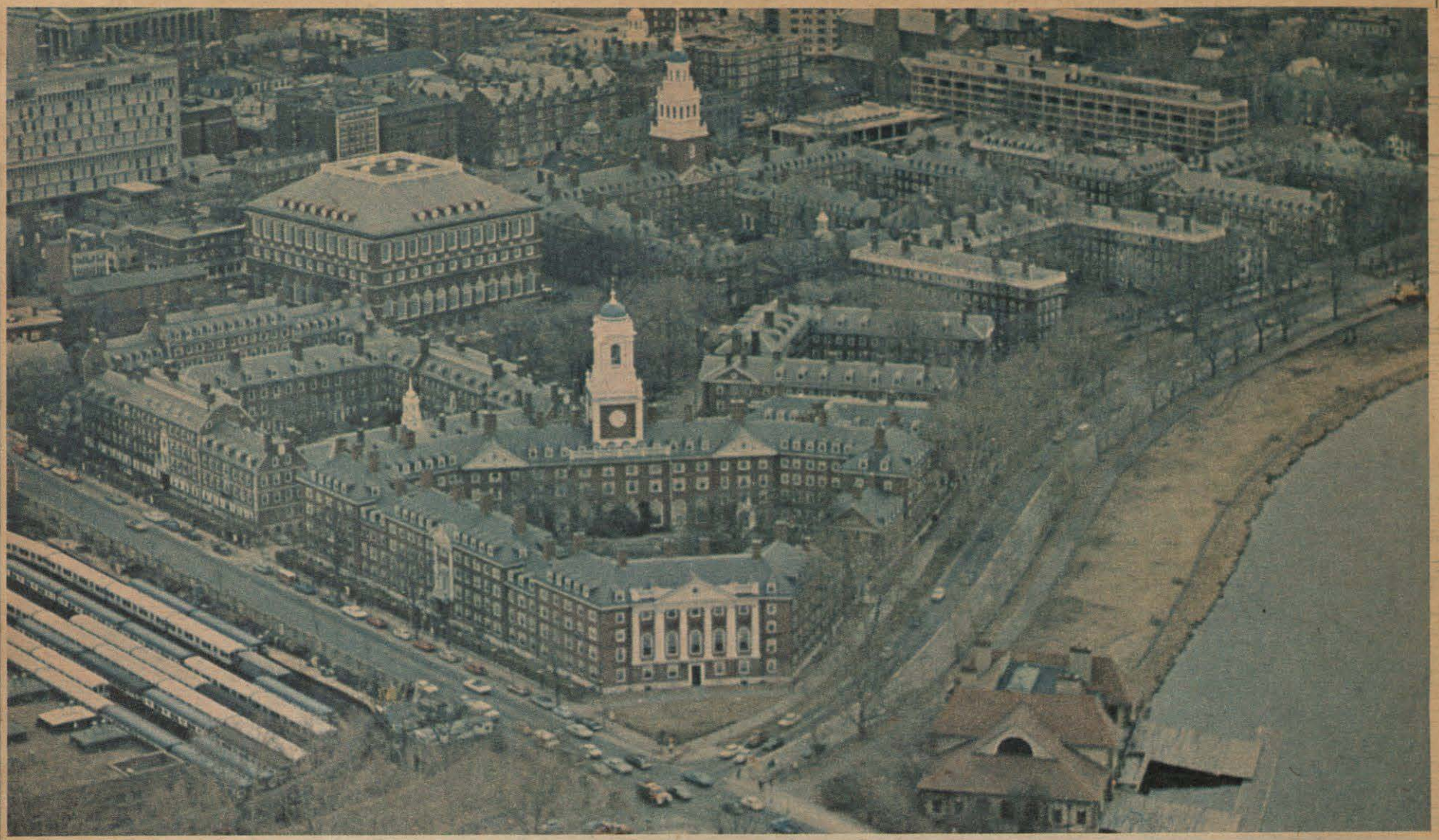
Even the two-year-old UMass Medical School is only 35 miles away in Worcester and UMass now plans a Law Center at Amherst in the face of mounting opposition from the state's many private law schools.

The state medical school in Worcester and Law Center of Amherst would each be part of the growing consortium in each of those educational centers, bringing together a variety of public and pri-

Education ▶ 93

Muriel Cohen is education editor of the Globe.

Kent School in Charlestown (left) is an example of modern architecture used in the city. Teacher and students relate informally (right) at the Ohrenberger School, West Roxbury.



Harvard Yard: Eliot House in foreground; rapid transit yard, lower left, will be site of JFK Library.

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vate institutions for mutual exchange of faculty, students and facilities.

Long traditions of independence and to some extent arrogance have operated against effective collaboration among Greater Boston's scores of colleges and universities. However, now the state's educational powerhouses — eight major institutions in the metropolitan area — have at least started talking about cost-cutting by eliminating duplication.

The presidents of Harvard, MIT, Boston University, Boston College, Brandeis, UMass Boston, Northeastern and Tufts meet regularly to explore mutual problems. In the financial squeeze that is threatening the stability of all private institutions, many are looking for support from the state which is belatedly developing its system of public higher education. Next fall two of the state's newest community colleges open — Bunker Hill in Charlestown and Roxbury C.C. in Roxbury.

In Boston, still another new component — an experimental Open University — is expected to draw on the assets of all of the public and private universities and combine their courses with a variety of television and radio offerings, plus credit for work experiences to give a student a degree from what may be called Commonwealth University.

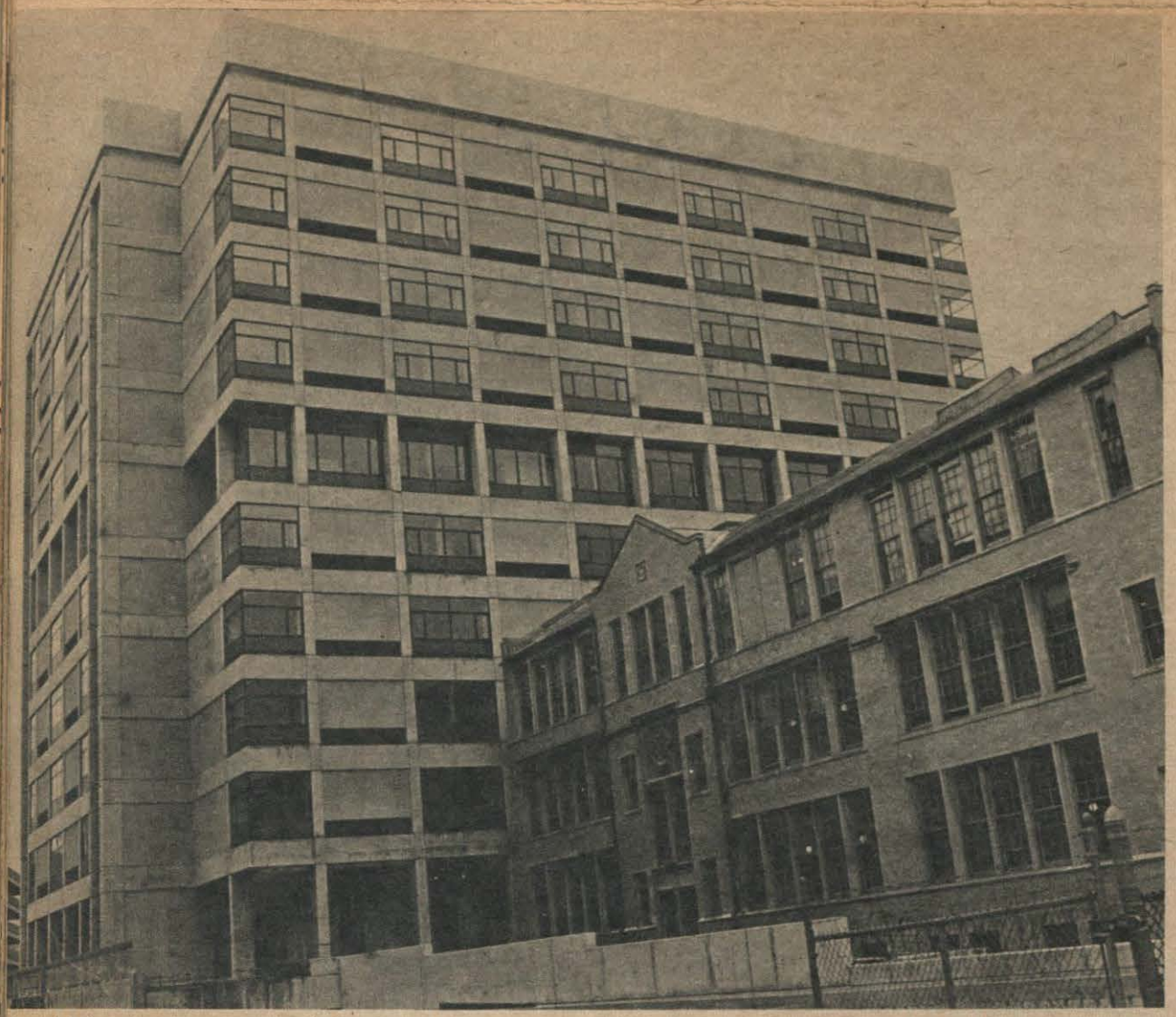
The open university movement is only one of a number of changes that augur well for the area schools: appointment of stimulating superintendents in Boston and Cambridge; a new state commissioner of education, Gregory R. Anrig; new deans at the schools of education at BU and Harvard; and, a new orientation and an upward thrust in quality of

Education ▶ 94

ABCD automotive course in Uphams Corner.

Gym facilities, Lee School, Dorchester.

Outdoor class at Boston University, Commonwealth avenue.



New high school contrasts with Boston English.

the state colleges led by Boston State with dynamic Kermit Morrissey as its president.

Few officials are more aware of the educational treasurehouse in Boston and immediate suburbs than the mayor and school committee chairman. But finances? That's another issue.

Chairman Tierney has been quietly meeting with university heads to suggest that an appropriate quid pro quo for non-taxpaying institutions would be a major involvement in the schools.

He has received from BU a commitment of nearly $400,000 in four-year scholarships for Boston high school students. NU, which has already furnished scholarship help to minority students, has expanded its earlier program by adding 50 full tuition scholarships for Boston freshmen.

Both institutions are working with Boston to develop other areas where university resources can be brought to bear—in guidance counseling, special education, health and legal services.

While clearly no one is satisfied with schools in Boston—or any other city—the promise here for improvement is proportionately greater than in most urban centers because of the wealth of assets in the metropolitan area.

There is a growing feeling of confidence that Boston—with the oldest public school system in the country—has the means and the will to restore its schools to the primacy they enjoyed when Boston was the first city to introduce kindergartens and evening schools as well as set a national example with the Boston Latin School. ■

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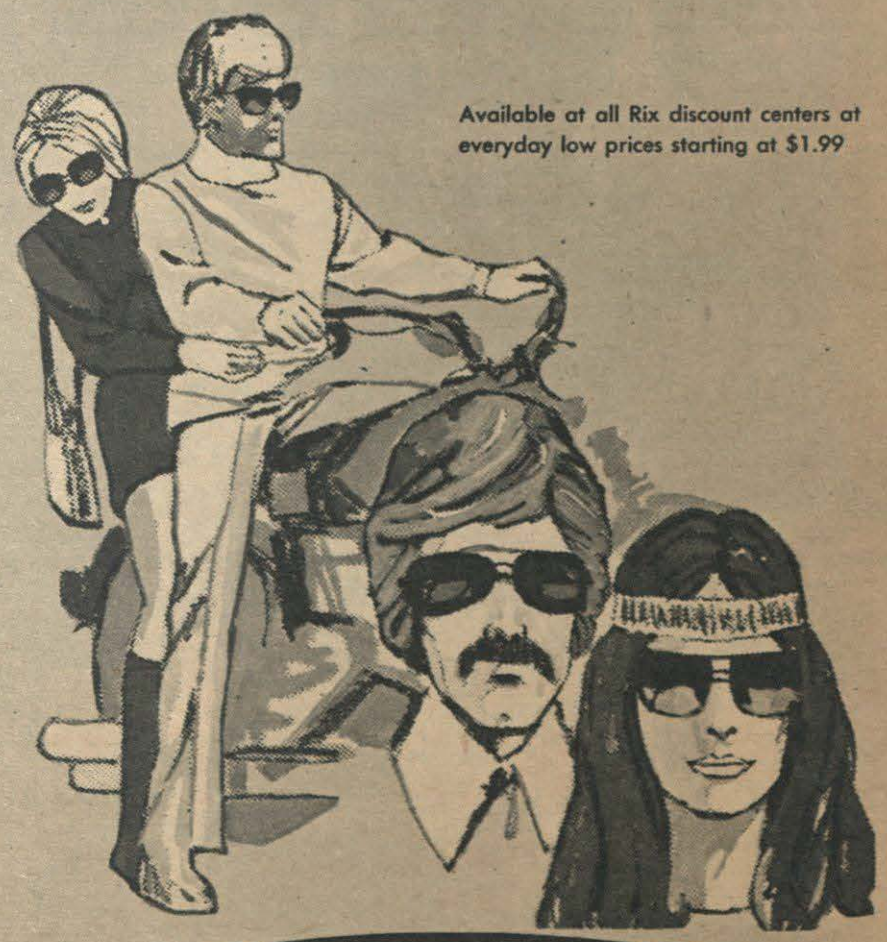

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Boston Globe

Massport—growth amid the turbulence

By JAMES H. HAMMOND

For some three million air travelers a year, Logan International Airport is the most convenient transportation link in the Northeast Corridor.

Logan is the most accessible city airport in the United States, easily reached by cars, cab or public transportation. It is just two miles from the center of Boston. For a total of 45 cents, a traveler can go from a downtown hotel, via subway, and bus directly to the airport, generally in a matter of minutes.

Like all airports, especially because it's so close to Boston, Logan has its critics who point to the noise and traffic congestion it generates.

The fight by residents of East Boston and South Boston to prevent further airport expansion has been long and acrimonious. But now, perhaps for the first time, there are some indications of a compromise — a limit on expansion. Realistically, it's a compromise that apparently will never quite satisfy either nearby residents or Massport.

Despite these years of fighting, Logan has grown, under the Massachusetts Port Authority's direction, to a facility that today is worth more than $350 million. Its value will exceed $500 million by 1975 when its expansion has been completed, all without any direct cost to the taxpayers.

The Authority just dedicated this country's tallest airport control tower, a 22-story high structure, costing $7 million.

Massport also broke ground recently for a $47 million South terminal to serve four domestic airlines, American, Allegheny, Northwest and National. This terminal will have its own 2700-car parking facility and it will be capable of handling up to 29 jetliners and their passengers at one time.

The latest survey on Logan's impact on the area's economy was done for 1971 and in that year the airport contributed an estimated $205 million in business (only $28 million represented construction work).

In 1973, due to the new construction, Logan's economic contribution could well top $300 million. Wages, aside from those of construction workers, will exceed $100 million for the nearly 10,000 people who work at Logan.

Boston's seaport, the oldest major port in the United States, is also run by Massport. It has 158 wharves, docks or piers, most of which are located on the main ship channel in South and East Boston and in Charlestown.

Boston's docks are just a few miles from open sea, and for years Boston competed with New York and other East Coast ports.

But by the late 1950s and early '60s, labor problems and stiff competition were having their effect. The Port's operation became a losing proposition.

On Feb. 17, 1959, Boston was relieved of its obligations for the seaport, Massachusetts of its deficit-operated airport and both were placed in a common pot with the Mystic River Bridge Authority, when Massport was formed.

By the end of 1959, an all-time low in cargo handled, some 777,000 tons, was recorded in Boston. Boston had lost its ability to compete.

With the takeover by Massport, a new era began — one of upgrading and modernizing piers and of undertaking partnership ventures with terminal operators — all leading to a restoration of the seaport's physical properties. Sales promotion offices were established in this country, Europe and in Japan to compete with promotional efforts by other East Coast ports.

When New York built a seaport docking facility catering to containerized shipping — the marriage of a truck trailer to a ship — Massport was not far behind.

After a labor impasse prevented the use of the container terminal in South Boston, Massport abandoned its traditional policy of not building a facility until it had signed leases from tenants, and invested millions of dollars on a new public container ship terminal in Charlestown.

Today, this terminal, named after a popular waterfront labor leader, John F. Moran, represents a $15 million investment. It is primarily responsible, along with a new era of labor peace, for the Port of Boston's container business increasing from a total of 2135 containers handled in 1969 to nearly 60,000 in 1972.

This year, Massport estimates that 78,000 containers will be processed through the Port of Boston. This will amount to some 45 percent of the tonnage handled here. So far in 1973, total tonnage figures also show an increase over 1972.

However, the Port of Boston, because of its geographical location, has always been at a disadvantage with other East Coast Ports in competing for inland cargoes. It has imported nearly 10 times as much cargo as it has exported, ever since Colonial days.

In 1971 Boston handled a total of 7,779,686 tons of foreign imports and exports, down 2 million tons from 1970. The Port of New York handled 53,945,799 tons, about the same as in 1970, and Baltimore handled 24,756,429 tons, an increase.

Massport officials are optimistic about the future, with plans for another container terminal already on the drawing boards.

The agency also has created a temporary cruise passenger facility at Commonwealth Pier. Just a few years ago, the number of sailings from Boston could be counted on the fingers of one hand, today, the port is accommodating some 32,000 seagoing travelers annually.

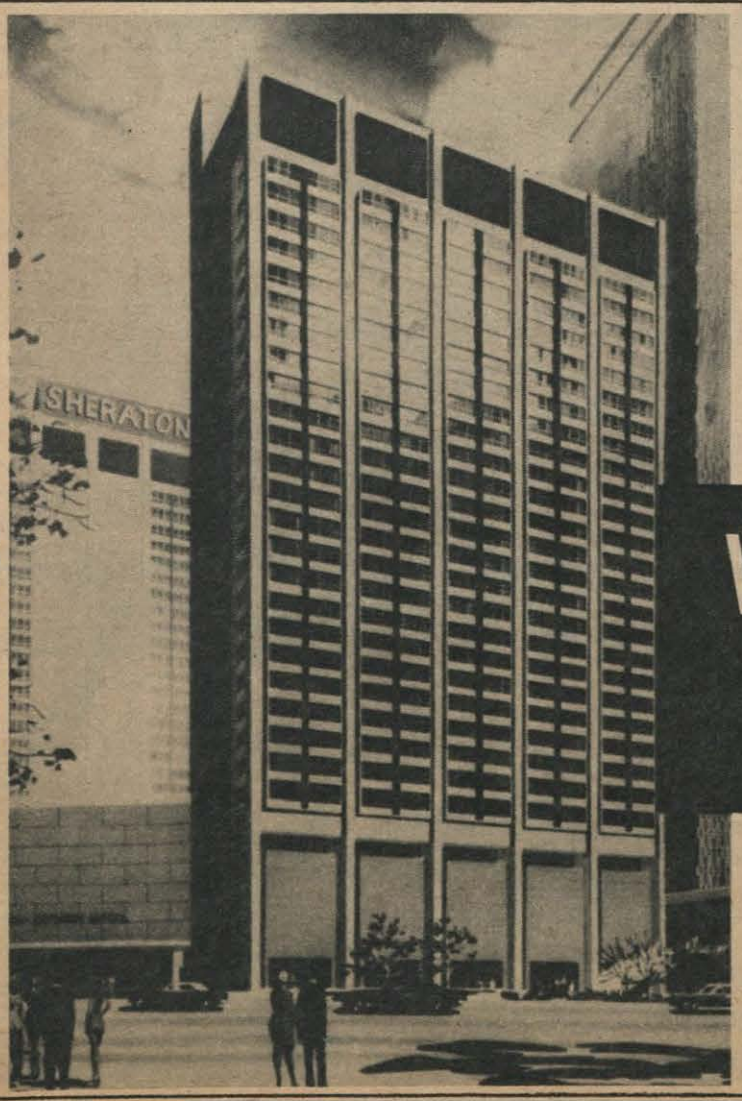
Revitalization of Boston's Fish Pier is next on the Massport Agenda. Incorporated in these plans is an ultramodern, cruise ship docking terminal.

Massport ▶98

James Hammond covers Massport for The Globe

Containerized cargo terminal (left), viewed from the Tobin Bridge, is increasingly busy. The airport, too, continues to expand is volume. But the disputes over noise and pollution continue, largely from East Boston over which plane (right) is taking off.

Aerial view of Logan Airport



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Passengers at baggage terminal in Logan Airport, during one of busiest days of the year

Queen Elizabeth II arrives in Boston Harbor, one of increasing number of passenger ships berthing here ■

Boston Globe

Sports/Fans—an unending love affair

By RAY FITZGERALD

A love affair, that's what it is — the relationship between Boston and its professional sports teams.

It's tempestuous, placid, passionate, erratic. It cools off and flares up again, the way those things do in song and story, but there is this about it. The love affair never ends.

It never ends because the people won't let it. The people of New England, even more than the athletes, have made Boston a live sports community.

Fans — supposedly a shortened version of fanatics — are what the journalists call sports enthusiasts. Maybe the best fanatics in the country live around here. They care. They get involved.

A Boston fan doesn't accept the final score. He (or she, one must be careful) doesn't leave the arena or ball park or stadium saying "good game, too bad we lost," or "horray, we won," and let it go.

He is ecstatic or indignant or confused or depressed, but whatever, he wants to talk about what he just saw. He wants to second-guess, to place blame, to shower praise, to look ahead with hope, to look back with regret.

Sports are important to a Boston fan. He takes them seriously, perhaps too seriously. You don't kid around about Bobby Orr's knee or Carl Yastrzemski's slump.

Radio sports talk shows abound in Boston and they are all successful. The real world is too much with us — its complexities and problems would need a 96-hour day to understand — but you get down to basics when you hold discussions on whether Harry Sinden is good or bad for the Bruins. You don't need to understand the Common Market or the Mideast situation to knock the Patriots.

Kids 10 years old call to ask about the Red Sox and are treated by talk show hosts with the deference and diplomacy usually accorded a Nobel prize winner. Sweet old ladies call to discuss in depth the designated hitter rule.

The newspapers do more than reflect the interest in Boston sports. They fan the flames. Some say they even start the fire.

Derek Sanderson playing for Vancouver would be one paragraph stuff. Sanderson in Boston is a folk hero, or a hate image, an exceptional hockey player or an over-rated, overpaid mediocrity. But he is somebody. He is talked about, chewed over. People care what he does.

Ken Harrelson was a zero when he played for Washington, and the applause meter didn't go up much when he moved to Kansas City. In Boston, he was a hero. He wore a Nehru jacket and was treated with more respect than Christian Dior.

His trade to Cleveland made the front pages and the talk shows went wild. In Cleveland, though, nobody cared about Ken Harrelson. He became a zero again.

Nit-picking flareups become cause celebres when they happen in Boston. The Conigliaros vs Yaz-Smith, Clive Rush vs the world, Billy Sullivan vs Upton Bell, Westy Jr. vs Milt Schmidt, Joe Kapp vs the Patriots—they've all made headlines in recent years—but controversies have always been big in Boston sports.

The city has been lucky, too. It has had exceptional athletes to cheer—especially in baseball, basketball and hockey.

Williams, Doerr, DiMaggio, Pesky, Yastrzemski, Fisk, Parnell, Kinder, Ferris, Radatz, Cousy, Russell, Sharman, Sam and K.C., Ramsey, Havlicek, Cowens, Shore, the Kraut Line, Weiland, Brimsek, Cowley, Orr, Esposito, Nance, Parilli, Plunkett, Garrett, Buoniconti.

Great athletes have worn Boston on their uniform. They've been fun to watch, to marvel at.

But just as much fun have been the ones not as talented, the ones with the common touch to laugh at or with, to get mad at, to blame.

Names like Buddin, Stuart, good old Pumpsie, Jake Jones, Zauchin, Ron Watts, Hemric, Swartz, Swain, Rex Morgan, Shack, Boudreau, Arrington, Witt, Taliaferro.

The fans put up with plenty. Parking is abysmal at Fenway Park. Traffic is terrible around the Garden and the place itself is grimy, dirty, shabby.

The football stadium is 30 miles out of town and if you want to get there in time for the kickoff, leave awfully early or else resign yourself to an endless ribbon of cars.

Still, the crowds are exuberant. Fenway Park is still THE baseball stadium of America. You can't talk to a player who doesn't like to perform there, where the people are almost part of the game and where exciting things happen because of the park's size and shape.

Even at the Garden, once you get past the garish pinball machines in the rubble-filled North Station lobby, you are okay. The excitement in the arena itself is electric.

The new football stadium is a marvelous place to watch a game and people overcome the traffic jams by coming early and having parties in the parking lot.

It's a day in the country and they're prepared literally to spend the entire day there.

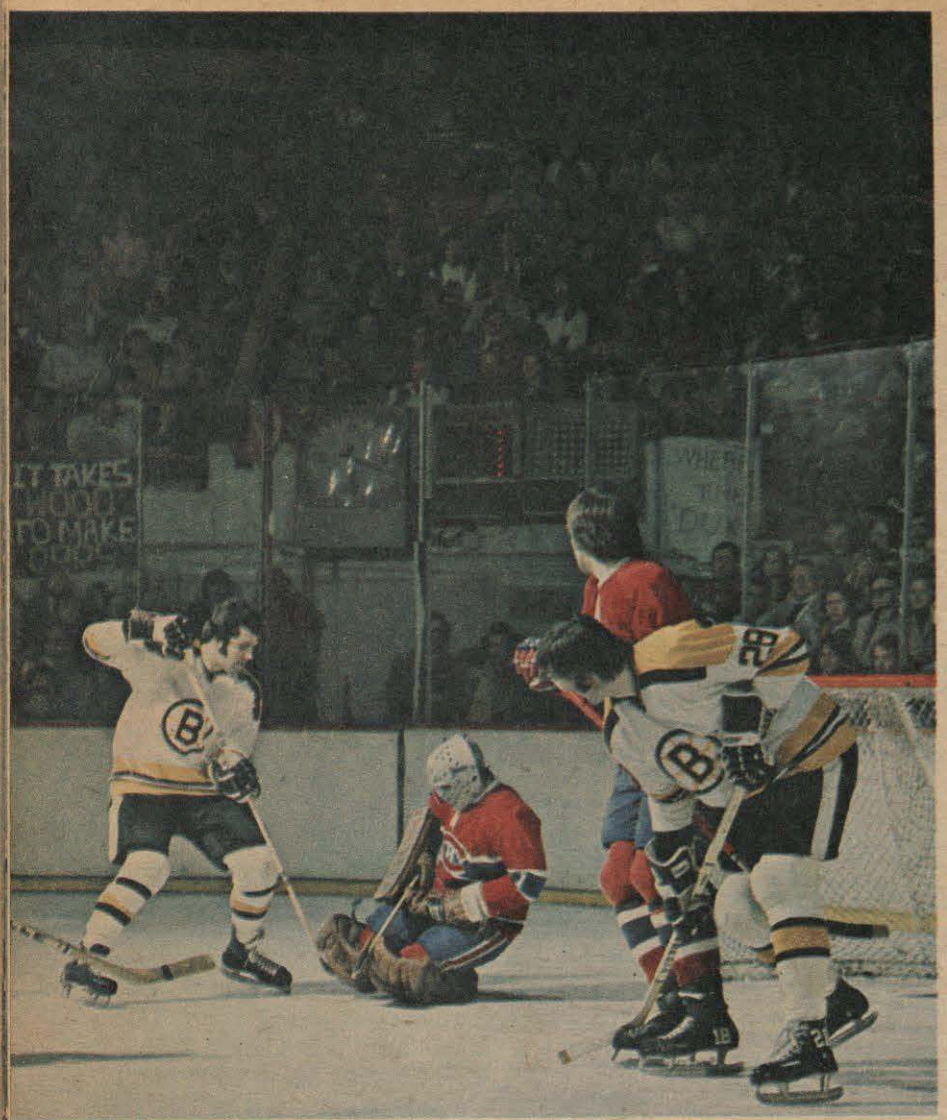
A Boston fan's emotion runs the gamut. There is envy ("$165,000 a year, for what?"), disgust, ("Hodge, you bum, you couldn't carry the puck past my grandmother"), anger ("Kasko, you will ruin this team"), adulation ("This is Orr Country"), admiration ("Go get 'em, Satch"), fear ("if Madden's the ref, it's all over"), and worry ("Why don't he go to the air, like he did against Buffalo?").

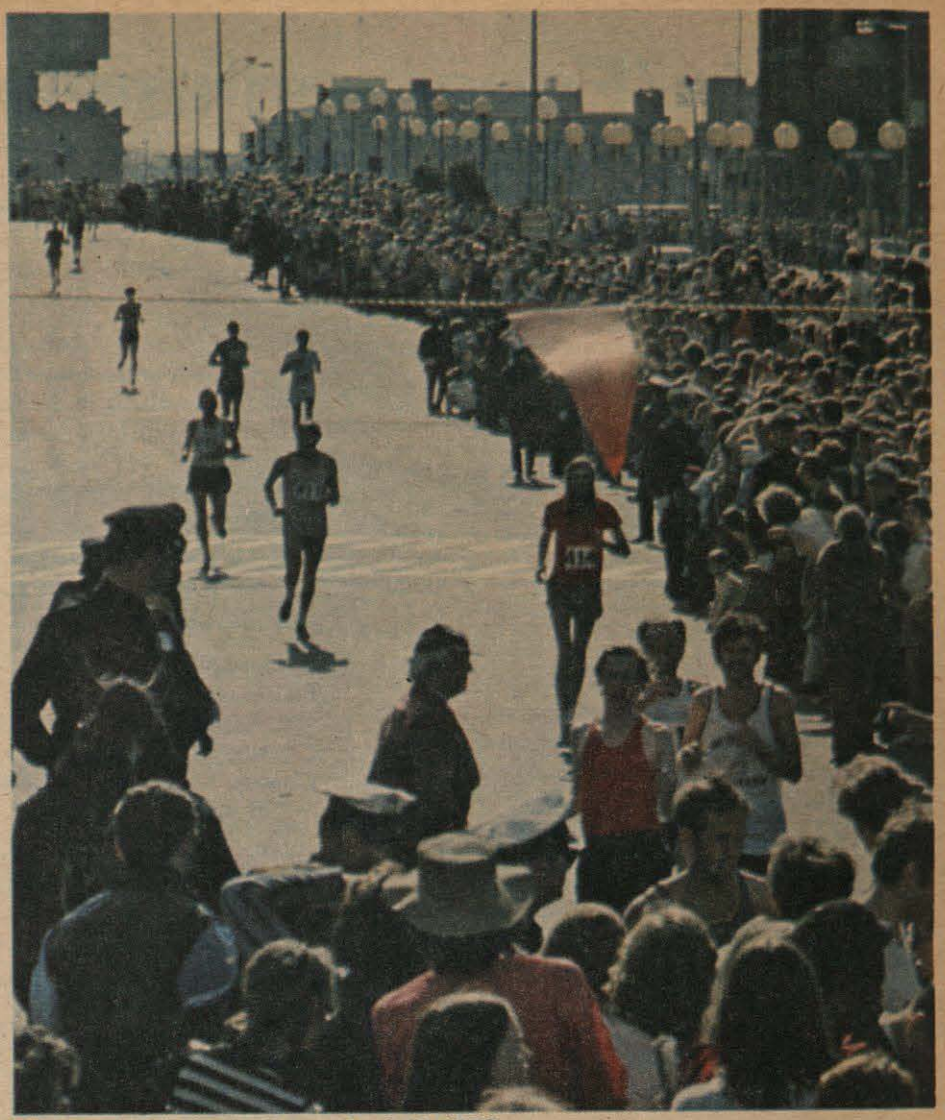
Envy, disgust, anger, adulation, admiration, fear, worry. A love affair and it never ends.

Sports ▶ 102

Ray Fitzgerald is a sports columnist for The Globe.

Bruins fans (left) always react, especially during a playoff game against the Rangers in Boston Garden. Jim Plunkett (right) Patriots quarterback, slips for a loss during Cincinnati game last year.





Boston marathon finish line, April 19, 1973

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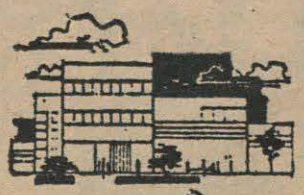

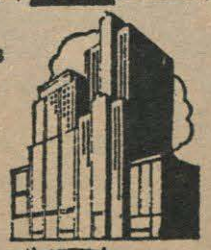

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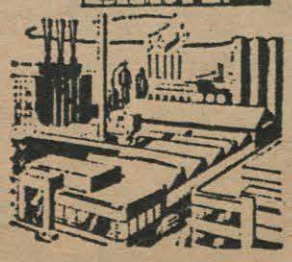

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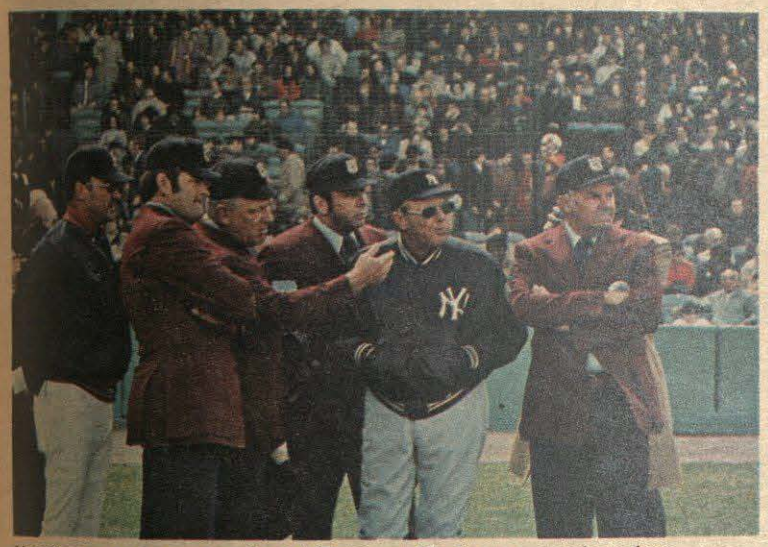
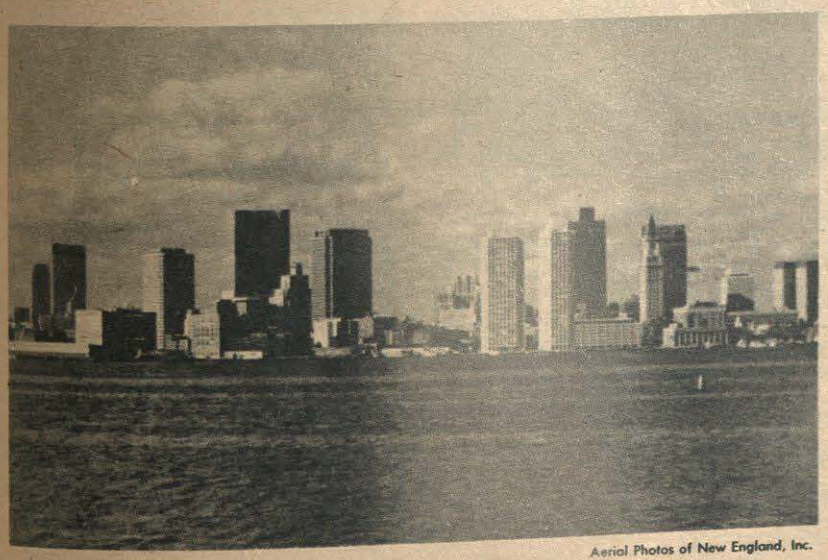


Umpires, managers confer at Fenway Park on opening day

Celtics vs. Atlanta Hawks, Boston Garden ■



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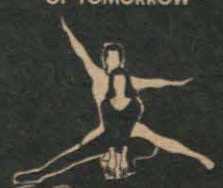

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Boston Globe

Bicentennial — "The city is the exhibit"

By NINA McCAIN

You can stand in Dock Square behind the new City Hall and see the beginnings of the American Revolution. There is the Old State House where "the child Independence was born" when James Otis argued against the British right to search colonists houses, Faneuil Hall where patriotic meetings "kept alive among the people the fires of freedom," the circle of stones in the pavement that marks the spot where British troops fired into a street mob.

If you shut your eyes tightly and listen very hard, you can hear the voices of Otis and Samuel Adams and the other firebrands drifting from upstairs windows, the crack of musket fire on the cold March evening that went down in history as the Boston Massacre, and, from a few hundred yards away, the splash of tea crates being tossed into the harbor.

Then you can open your eyes, cross the street to Faneuil Hall and buy a roast beef at a good price from the meat markets on the ground floor; stop by the outdoor flower market for a pot of geraniums or the pushcarts for a sack of tomatoes; stroll through the North End where the pasta is stacked in bulk in store windows and conversation, as often as not, is in Italian; and, finish up with a walk down to the harbor to sniff the salt air or watch the ships.

All of this within a few blocks and a couple of hours.

That's the kind of city Boston is. And that's what Boston 200 is all about.

Boston's bicentennial plans call for a celebration not just of the glories of the past but of the glories of the city today. "The city is the exhibit," the publicity says, and the planners hope to spread it out in all its richness and variety, and with all its warts showing, for the expected 12 to 18 million visitors in 1975 and '76 and, just as important, for the residents of the metropolitan area.

"It could be that the most important group of tourists will be those who live in Lincoln or Needham or Hingham," Gail Rotegard, one of the Boston 200 staff people, says. "We want to make coming to the city a pleasant experience for the people who live here too."

The emphasis in bicentennial planning is on "residual benefits" — on the the kinds of activities and events that will make Boston a better, more livable city after the tourists and the hoopla are gone.

That is the hope and the dream contained in a fat master plan booklet. And right now that's about all there is to Boston 200. That and Mrs. Katharine D. Kane, director of the Office of the Boston Bicentennial, and a staff of about 12.

Mrs. Kane and her staff are long on energy, imagination and enthusiasm and very short on money.

Quincy Market remodeling and Bicentennial sign (left) near Faneuil Hall, form a background for the flower market. Old Boston City Hall (right) has been restored.

A request for $260,000 in planning and seed money got caught in a fight between the Mayor and the Council but the money was voted in April.

Mrs. Kane hopes to tap various Federal and state sources, historic preservation money and the like, but visions which once gripped city planners of millions of Federal dollars flowing into Boston to build new cities in the harbor and whole new transportation systems have faded into the mists of fiscal austerity.

There will be no world's fair, no Expo, no grand and costly new building for this bicentennial. Boston, along with Philadelphia, New York and Washington, will have to rediscover and refurbish the resources it already has and then find better ways to tell people about them.

Boston's plan for accomplishing this is divided into five parts — citygame, festival American, physical and environmental improvements, visitor services, and economic development.

Citygame is in many ways the heart of the plan because it focuses on Boston's unparalleled historical, architectural and educational treasures and urges the visitor and resident, to explore them. In addition to the existing Freedom Trail, there are plans for developing other kinds of trails — a Black Heritage trail, a Tea Party path, and numbers of topical trails on the arts, parks, architecture, government, transportation, medicine, education and so on.

The emphasis will be on walking, taking advantage of Boston's compactness and scale, and on visitors, armed with new guidebooks and information packets, discovering things for themselves.

The notion is that a two-hour walk from the new Government Center to the old North End can be

Bicentenial ▶106

Nina McCain has been covering Bicentennial activities for The Globe.

Winding stairs inside the Old State House on the Freedom Trail

Old State House . . . Boston Company (background)

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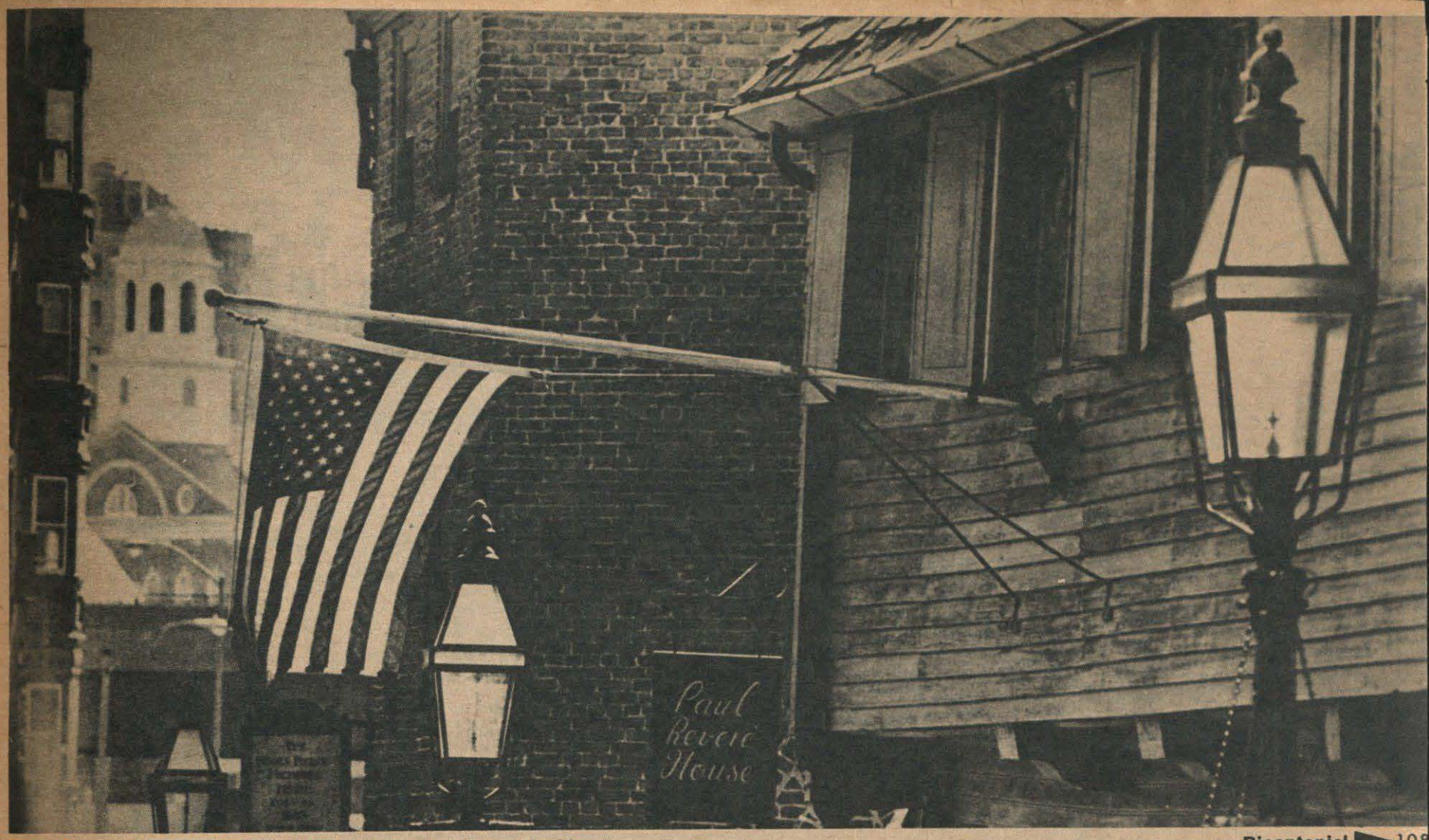

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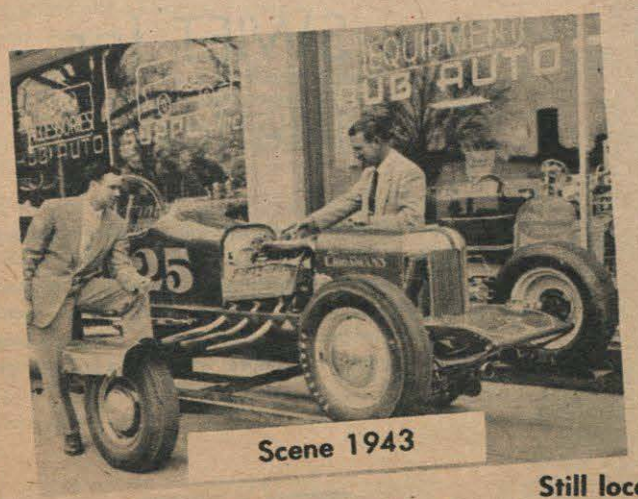

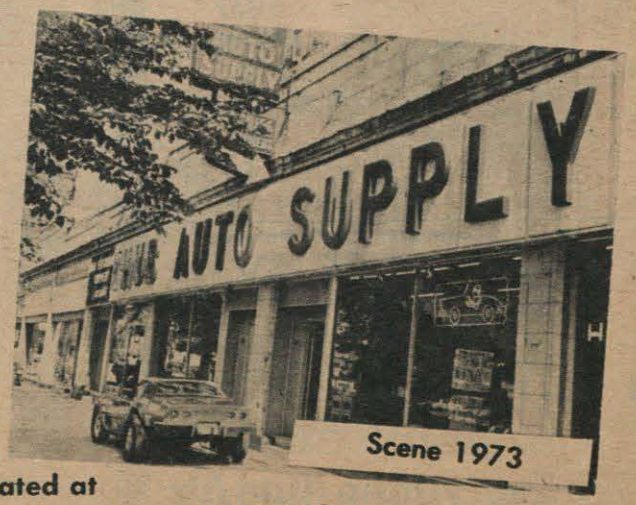

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The physical and environmental improvements will be aimed at supporting the concept of the city as an attractive and pleasant place to explore. They will range all the way from large-scale projects like the $16 million Faneuil Hall market restoration to less glamorous things like better lights and street signs. The financially-pinched city intends to do most of this with other people's money — Federal, state and private. Mayor White has said flatly that "the city of Boston cannot commit its own resources for other than planning and coordinating Boston 200."

The economic development part of the plan aims to make the bicentennial a financial plus instead of a minus for the city. Estimates are that the visitors will spend from $400 to $600 million on hotel rooms, meals and three-cornered hats. Mrs. Kane points out that money can mean a lot of jobs and income for city residents.

Boston Globe

The visitor services aspect of the plan intends to help the city develop a more sophisticated approach to tourism so that the economic benefits can be lasting instead of just a two-year bonanza. The emphasis will be on vastly improved information so that visitors will know what to do, where to go, where to park, where to stay and all the rest.

Festival American encompasses the events part of the plan — the re-enactment of the Tea Party, the plays, concerts, pageants and parades. Mrs. Kane, who directed the Summerthing program before taking over her present job, says the emphasis will be on celebrations that are appropriate to the spirit of Boston 200, rather than on creating a carnival atmosphere.

Boston's philosophy is shared by the new director of the state bicentennial commission, Richard Barringer, who was described when he was appointed as "an individual concerned first and foremost with creating maximum residual benefits from the bicentennial celebration, rather than a carnival huckster of the Commonwealth's past.

Barringer said he viewed his task as director of the state bicentennial "not to underwrite a vast public of commercialism and profit; but to focus the attention of our citizens and communities upon the questions of quality, of value and of meaning that face us today."

Mrs. Kane's staff has been meeting with state planners on matters of common concern — visitor information, transportation and scheduling. The effort will be to disperse visitors throughout the state and to schedule events so that not all the visitors will be at the same place at the same time.

In addition to the central planning going on in City Hall, each of Boston's neighborhoods is being encouraged to come up with its own plans for the bicentennial, for fixing up or showing off or creating something that expresses its own special character.

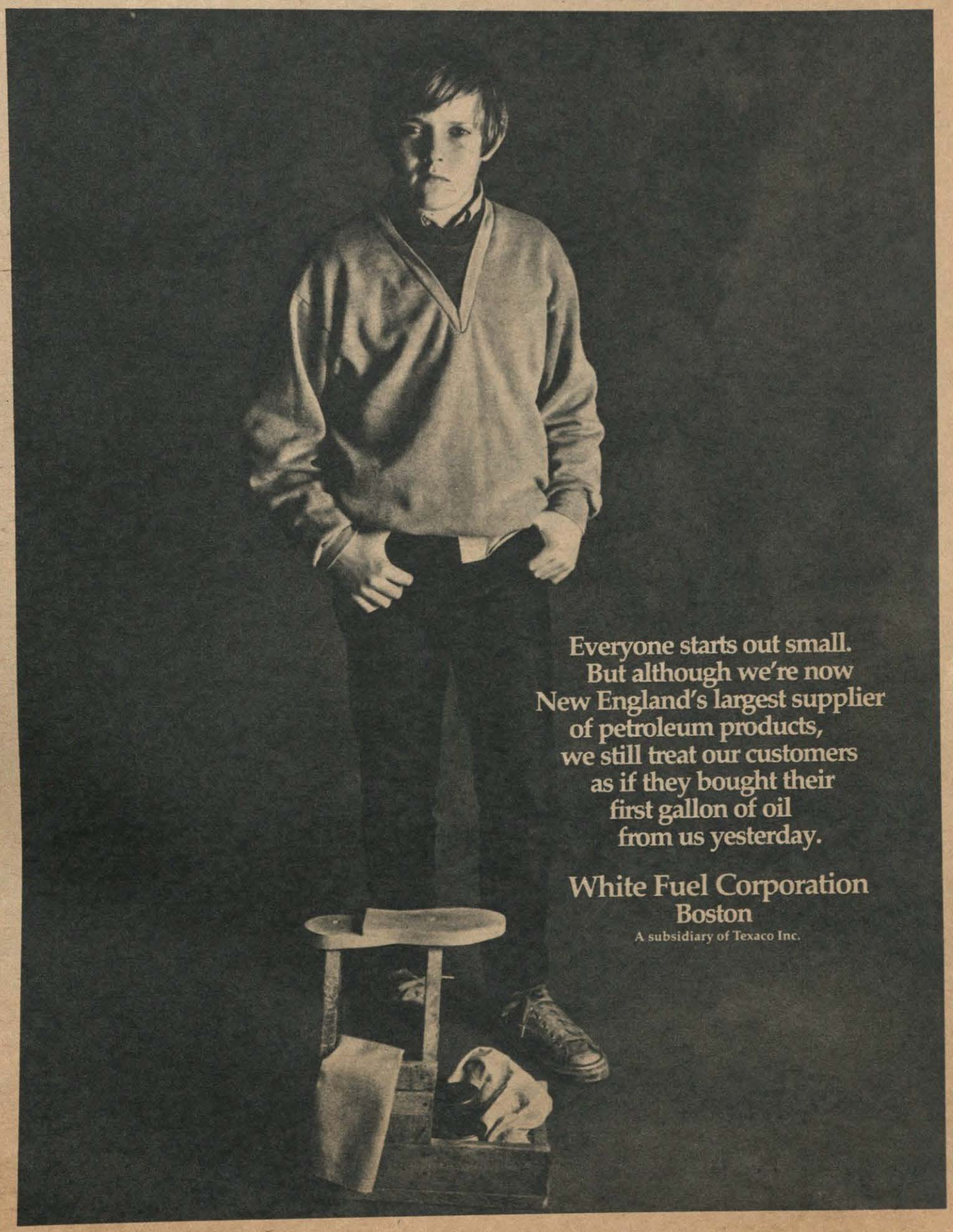
Harron Ellenson, a special assistant to Mrs. Kane, has been meeting with some 20 neighborhood groups on bicentennial plans that range from the creation of a vest-pocket park in the Orchard Park housing project to saving and restoring an 18th century house in Brighton.

"The bicentennial is for tourists, sure," Miss Ellenson says. "But it's for the people who live here, too. We want people to understand what made the city like it is, what are its problems. We don't want to hide anything."

Mrs. Kane and her staff are convinced that the bicentennial can be used as a catalyst for accomplishing things in the city that people have talked about for years and never gotten around to. She sees it as an opportunity to develop "an appropriate municipal chauvinism," a pride in a city that is still livable, walkable and where history is part of the texture of everyday living, not set apart in a museum.

At the same time, the Boston 200 planners are realists. They know there is not much time and even less money to get ready for millions of visitors who, if they are not handled properly, could turn the city into a nightmare. If all those thousands descend on the Freedom Trail in the family station wagon on the same day in July, Boston's residents may wish the British had won.

Mrs. Kane's staff knows this and they are working against time both to prevent such disasters and to try to ensure that the residents will enjoy the city even more after the guests go home. ■



Boston Globe

The hats on hooks, the women in sensible shoes

By GEORGE FRAZIER

The principal difference between Harvard and Yale is Boston, and the principal distinction of Boston is that it is totally unlike anything in Illinois, and the chief difference between anything in Illinois — say, Chicago — and Boston is that Boston has citizens who wear the kind of felt hat you can still see on the hooks at the Tavern Club.

— Archibald MacLeish in a letter to Edward Weeks

The tone today is one of celebration, not censure. After all, no city is perfect — not even Chicago, that toddlin' town where Sinatra once saw a man dance with his wife — the man's wife, naturally, not Sinatra's. But let's not get into that. At any rate, obviously there are times when Boston's an absolute horror — the animals whose natural habitat is the galleries at Bruins games; the Southeast Expressway; the School Committee, or at least more than enough of it; the parasitic politicians; presumtions upon our common sense like Park Plaza; even, in fact, the plywood monument by Wind Tunnel Pei, though by now that's become camp, and high camp at that. But if we're going to get into that sort of thing, maybe we better begin with a few cities that are a hell of a lot worse than Boston — and if you want a "for instance," for instance Los Angeles, which, as Fred Allen observed, is a lovely place to live, but only if you're an orange, and Dallas, which is — well, Dallas, and, for that matter, I don't care all that much for Des Moines either, and as for Grand Rapids — unless, of course, you're in the market for a good buy in a four-piece bedroom set.

But no matter, for today I intend, as the expression goes, to keep it clean, pointing out, first, that the truly special city is one that, whatever its shortcomings, can arouse a sense of pride, delight, and, when the wind's right, even affection, and pointing out, second, that Boston, for all its defects, quite often arouses a sense of pride, delight, and, on a clear day, even affection. Once when the late John P. Marquand, a notoriously penurious man, was asked by Vogue how much he would want for doing a piece on F. L. Dunne, this city's great bespoke tailor of other years, he allowed as how he would settle for having a Dunne suit made. And he did, and very Brahmin, very Apleyish, he looked in it, too, especially when he took his floppy, weather-beaten felt hat off the hook at the august Tavern Club and planted it on his distinguished head.

Another difference between anything in Illinois — say, Chicago — and Boston is that Boston has women in sensible shoes — sensible shoes, pink button-down shirts made in the Brethren's own work rooms, tweedy skirts, and nubby sweaters. The Boston Look. Like the thick-soled, pebble-grain brogues on the men. The Boston Look — a little rumpled perhaps, but terribly comfortable, very expensive, and, of course, unique. And marvelous sport jackets like the one in the O'Hara story, with leather elbow patches and a latchet for closing the lapels on days when the wind blows free and a man happens to be in the vicinity of Harbor Towers. The Harvard Look, too. For Harvard, though in Cambridge, is part of Boston, if not geographically, then emotionally.

Our folkways are old and established and infinitely charming. The Boston Marathon. The carolers in Louisburg Square on Christmas Eve. The fragrance in the Ritz elevators. The L Street Brownies. The Symphony on Friday afternoon. The Latin Oration at Harvard Commencement. The tangy smell of the leather goods in Winship's. The Public Gardens. The swan boats.

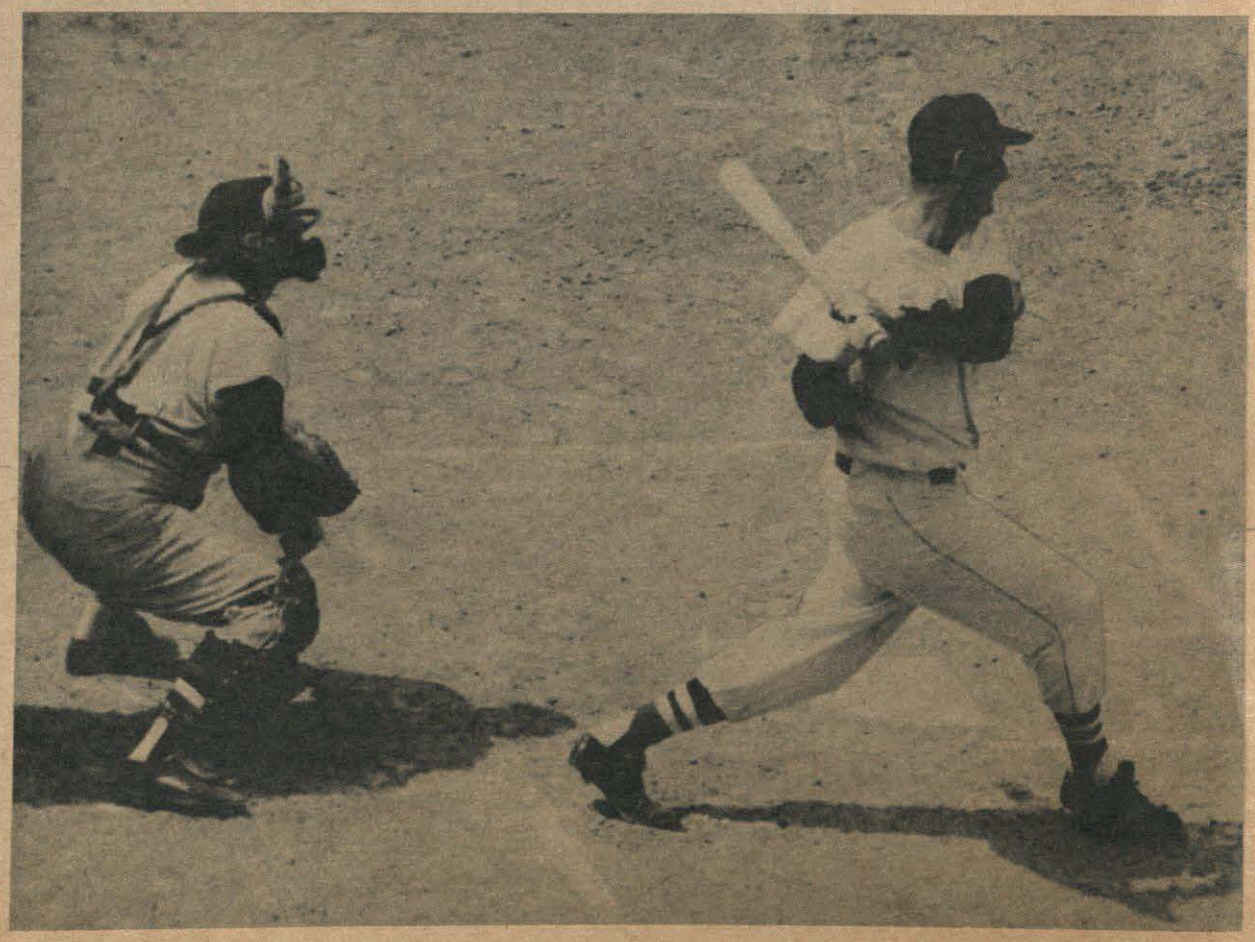
The crowds inching back from the Stadium over Larz Anderson Bridge in the early dark of Saturdays in the fall of the year. Fives at Groton and St. Mark's. The Hasty Pudding show. Boston Latin, most ancient of all American schools. Crews sweeping up the Charles, the bark of the cox'n cutting across the dusk. The concerts on the Esplanade on summer evenings. The quaint charm of the streets on the Hill. The matchless medical facilities. Ah, Boston.

And then, too, there is the remembrance of captains and kings long since departed. How many autumns have fled since Albie Booth kicked his field goal, sending Harvard and Barry Wood down to defeat 3-0. Albie Booth — Little Boy Blue, the Mighty Atom. How many summer's days since Ted Williams strode in that loose-limbed way up to bat for the first time? How many since he departed in that unforgettable moment immortalized by Updike? And how many summer evenings since Fiedler first conducted the Pops? How many years since Samuel Eliot Morison wrote his first book, Paul Dudley White treated his first patient, Channel 2 held its first auction? How many classes have graduated from Harvard since Kittredge gave his last lecture? How many wintery nights since Eddie Shore retired? How long since Joe Cronin made his final pinch hit?

But it doesn't much matter, for the more this city changes, the more it seems the same. Now, on weekends, there are women in the men's grill at Locke-Ober's, but the Lobster Savannah, the Anchovies Winter Place, and the Sweetbreads Eugene are as they were in the gilded time when Lucius Beebe and his fellow members of the Michael Mullins Chowder & Marching Society used to turn up in their pearl gray toppers and frock coats. The quiet charm of Newbury street remains intact; the Beanpot hockey tournament a sacre du hiver; Red Sox fever an annual affliction, and Fenway Park still the clinic for its care and feeding.

What is so odd and so touching and, naturally, so Boston is that the women in the sensible shoes — the Newbury street women, the Ritz-for-lunch women — are, of all women all anywhere, the most fanatically and knowledgeably sports-minded. When they come and go, they talk, not of Michaelangelo, but of Theodore Samuel Williams. I cannot think of anything nicer to be said for a city.

George Frazier is a Globe columnist.



Boston Pops audience (left), relaxed and attentive, share music and wine. Ted Williams (right) singled to center on May 28, 1955 — his first time at bat that year, when he was making his 5th comeback. Catcher is Bruce Edwards of Washington.

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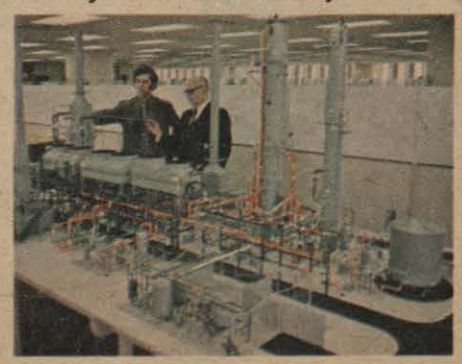

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